Vol 9 **The War Illustrated** No 216

SIXPENCE — Edited by Sir John Hammerton — SEPTEMBER 28, 1945

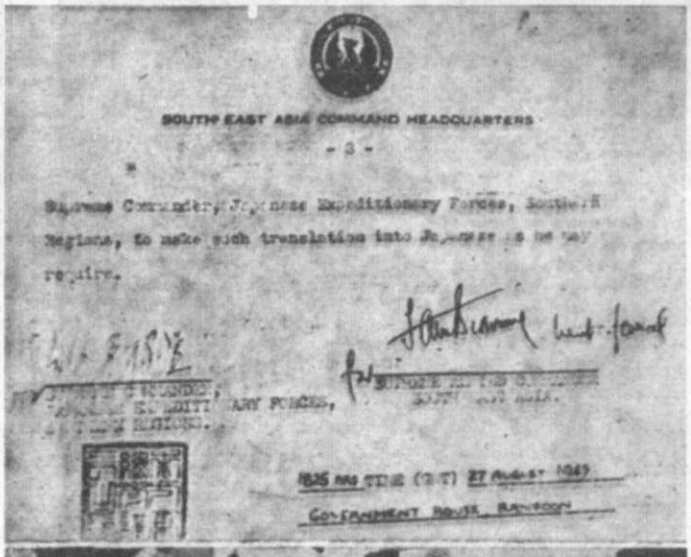
MEN WHO HELPED TO SMASH THE JAPS—Admiral Lord Louis Mountbatten, K.C.B., G.C.V.O., D.S.O., Supreme Allied Commander South-East Asia Command, and General Douglas MacArthur, Supreme Allied Commander in the Pacific—seen together when the former visited U.S. headquarters at Manila in mid-July 1945 to co-ordinate final blows. On September 4, Gen. MacArthur issued his first orders to the Japanese people : to disband their armies and cease foreign-language broadcasts. *Photo, British Official*

NO. 217 WILL BE PUBLISHED FRIDAY, OCTOBER 12

Bitterest Moment for the Japanese in Burma

FIRST PRISONERS and civilian internees, numbering over a hundred, were flown by R.A.F. Dakotas of Transport Command on August 28, 1945, from Bangkok, capital of Siam, to Rangoon, en route for home. Nationalities of the first batch of released men and women, some of whom are seen (right) alighting at Mingaladon, near Rangoon, included British, Australian, American and Dutch.

AT RANGOON, on August 27, 1945, was signed a "local agreement" (see page 352) between Lt.-Gen. F. A. M. Browning and Gen. Takazo Numata; their signatures to the document are reproduced below. The ceremony in the Throne Room at Government House, Rangoon (bottom), took seven minutes; facing the Allied commanders sat Gen. Numata, with Rear-Admiral Kaigye Chudo on his right and Lt.-Col. Tomura on his left. At the front table (from the back wall) sat Brigadier E. G. Gibbons, Capt. F. Habecker (U.S.N.), Maj.-Gen. Fung Yee, Maj. M. E. Dening, Rear-Admiral W. R. Patterson, Lt.-Gen. Browning, Air Marshal Saunders, and Maj.-Gen. Denning.



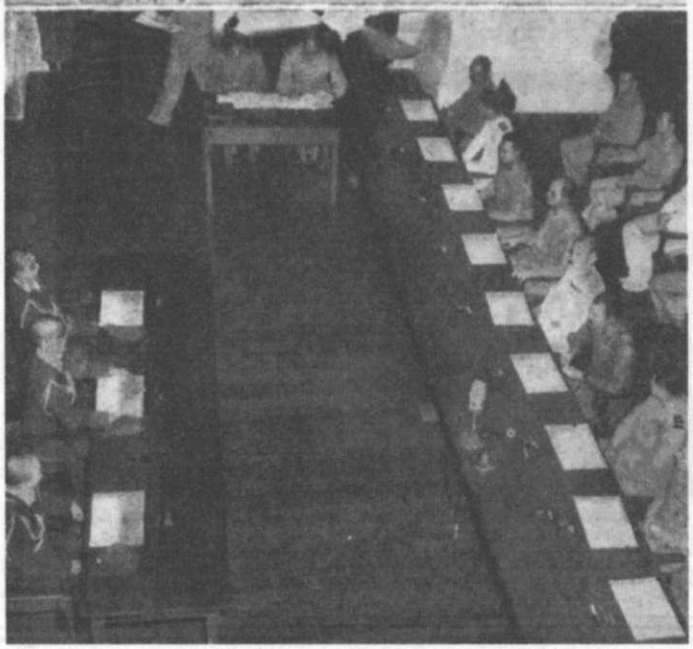
SOUTH EAST ASIA COMMAND HEADQUARTERS

- 3 -

ARMY FORCES,

1535 AUG 27TH (I.S.T.) 27 August 1945

GOVERNMENT HOUSE, RANGOON



SURRENDERING HIS CEREMONIAL SWORD to Lt.-Col. O. N. Smyth, commanding a Gurkha regiment, at Abya in the Sittang area, was the bitterest moment for Major Wako Lisanori, of the Jap 28th Army, and for his beaten hordes. Japanese officers were then sent out under British escort to contact isolated groups and inform them of the capitulation. Last shots in the Sittang bend were fired on August 16. (See also page 334. *Photos, British Official*

FRENCH TROOPS TOOK OVER IN BERLIN part of the British occupation zones of Reinickendorf and Wedding on August 13, 1945. They marched to the Wedding Platz, where the Union Jack was lowered and the Tricolour raised. With a guard of honour provided by the 2nd Battalion of the Devonshire Regiment and armoured cars of the 11th Hussars, Brigadier J. M. K. Spurling, commanding British combat units in the area, handed over to the French commandant, General de Beauchesne, in front of the ruined Dankes church. *Photo, Planet News*

With Our Armies Today

By MAJ.-GENERAL SIR CHARLES GWYNN K.C.B., D.S.O.

THE war having been brought to a successful end it is very important that we should form a correct judgement on the reasons for our initial disasters and our ultimate recovery so far as we ourselves were directly responsible. The main reason for our initial failures was, of course, our unpreparedness for war both as regards armaments and trained personnel. For that, public opinion which pinned its faith on disarmament and on a policy of collective security, which without the support of adequate armaments was bound to be meaningless, must accept responsibility.

The defence departments, without the necessary funds and authority, cannot be blamed in the main for deficiencies ; and although in matters of detail they made mistakes they were powerless materially to improve conditions. To seek scapegoats among them for the policy which public opinion supported would manifestly be unjust.

WHY the War Machine at First Was Driven at Slow Pace

Our ultimate success, we may justly flatter ourselves, was due to the courage displayed by the Nation, the quality of the fighting forces it produced and to the higher direction of the war effort under Mr. Churchill's leadership. But I think it is insufficiently realized that neither courage nor even Mr. Churchill's genius would have effected our great recovery if in some respects we had not been better prepared than ever before in our history to conduct a great war. A system had been produced, and to a large extent perfected, for Government control in war which eliminated many of the disadvantages a democratic nation is liable to labour under in waging war.

IT may be admitted the machine was, in the first instance, driven at too slow a pace in the desire that the deficiencies should be made good in an orderly manner and without danger of a breakdown through overloading. But the soundness of the machine was proved when the collapse of France and the disaster of Dunkirk not only vastly increased the load but necessitated driving at a maximum pace. We all agree as to the debt we owe Mr. Churchill for the skill and courage with which he drove the machine, but I doubt if we fully recognize the merits of the machine or the debt we owe to those who kept it in repair and improved it while it was lying comparatively idle before the war. It is, I think, indisputable that the higher direction of our war effort was admirable and markedly superior to that of Germany. There was no question of our having muddled through, though we had to effect amazing recovery.

My contention is that the system on which the higher direction operates and the machinery at its disposal provide the basic reason for our escape from defeat and our ultimate recovery. Nevertheless, the system is now coming under criticism and there are would-be reformers who wish to change it drastically. As they will have many opportunities for airing their views it is fortunate that Lord Hankey, in his booklet entitled Government Control in War, has given us a concise and clear account of the evolution of the system and how it works, together with an answer to some of the chief criticisms that have been directed against it. It is to be hoped that his book will be widely read, for we have had our warning how necessary it is that interest in defence policy should be general and well-informed. It is especially important that we should know how far we should have confidence in the directorate of the war machine, and no one from his wealth of experience is better qualified than Lord Hankey to judge if confidence is justified.

IT is impossible in a short article to give an adequate description of the system that has been evolved and has stood the test of war with such remarkable success, but there are some outstanding features that may be noted. The evolution of the system started with the establishment of the Committee of Imperial Defence in the early years of the present century. That, for the first time, brought the Government and its technical advisers together in a systematic attempt to make preparations for war. It was the work of that Committee that to a very large extent was responsible for our prompt and effective intervention in 1914. We were then admirably prepared for the war that had been envisaged, although not for the expansion of the war effort required, nor for its effective control.

AS a consequence, there was muddling through and improvisation before, towards the end of the war, under Lloyd George's dynamic leadership, the system of control began to develop fully. During the war the Committee of Imperial Defence was suspended, but its highly trained Secretariat formed an indispensable element in the development of the wartime machinery. After the war, however, it resumed its functions and it had to deal with problems of greatly increased complexity, especially with those connected with the advent of air power as a major factor. Air power provided us with a new instrument which might be used independently for offensive action, but it also implied a new menace to our security. Naval power to control sea communications was still our primary requirement, but it was clear that circumstances might arise which would necessitate the employment of the three fighting services in independent roles or, on the other hand, in the closest co-operation. It was also evident that behind the fighting services it might be necessary to develop all the resources of the Nation.

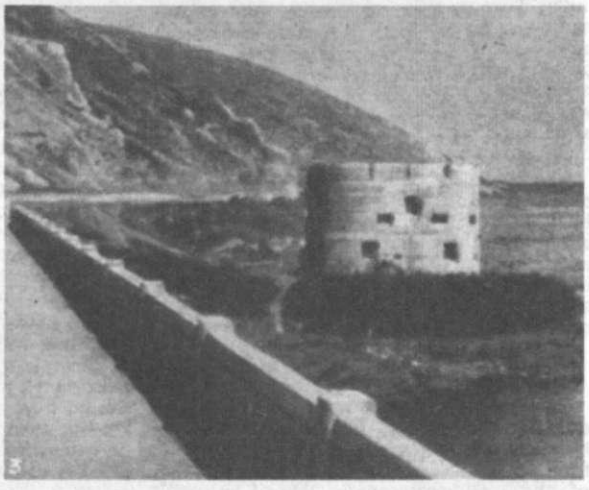
The full system of Government control developed during the 1914-18 war obviously could not be maintained under peace conditions, and the C.I.D. became the caretaking party with the duty of keeping the machinery in order and of effecting improvements necessary to meet new conditions. Perhaps the most important measure taken was the constitution of the "Chiefs of the Staffs Sub-Committee," supplemented later by combined planning and combined intelligence committees. This, after some initial teething troubles, ensured that not only should the independent roles of the three Services be kept under review but also, what was even more important, their co-operative action.

FLEXIBILITY of Our System is One of Its Greatest Virtues

The Chief of the Staffs Sub-Committee, in fact, became a super-chief of the Staff in Commission, and its members had joint as well as individual responsibility for advising the Government on war policy. The Prime Minister or his deputy sat as Chairman to the Committee, and no doubt that and the constant and systematic bringing of the heads of the three Services together did much to develop the close co-operation between the Services which war required.

IT has been argued that our system relies excessively on committees, involving the dangers of delayed decisions and weak compromises ; and that the three Services should be governed by a single Defence Ministry with a single chief of the staff. Even if it were possible, however, to find an individual qualified for the post it is certain that he would be overloaded by the complexities of his task, especially as circumstances may require each of the Services to act independently or in greatly varying degrees of co-operation. The flexibility which our system gives is one of its chief virtues and provides an admirable means of making the best use of specialized knowledge and experience. The proof of the pudding is in the eating, and we have little reason to be dissatisfied with the results. Surely a system which has dealt so successfully with the many complex circumstances of the war should be trusted to deal with the problems raised by the arrival of the atomic bomb.

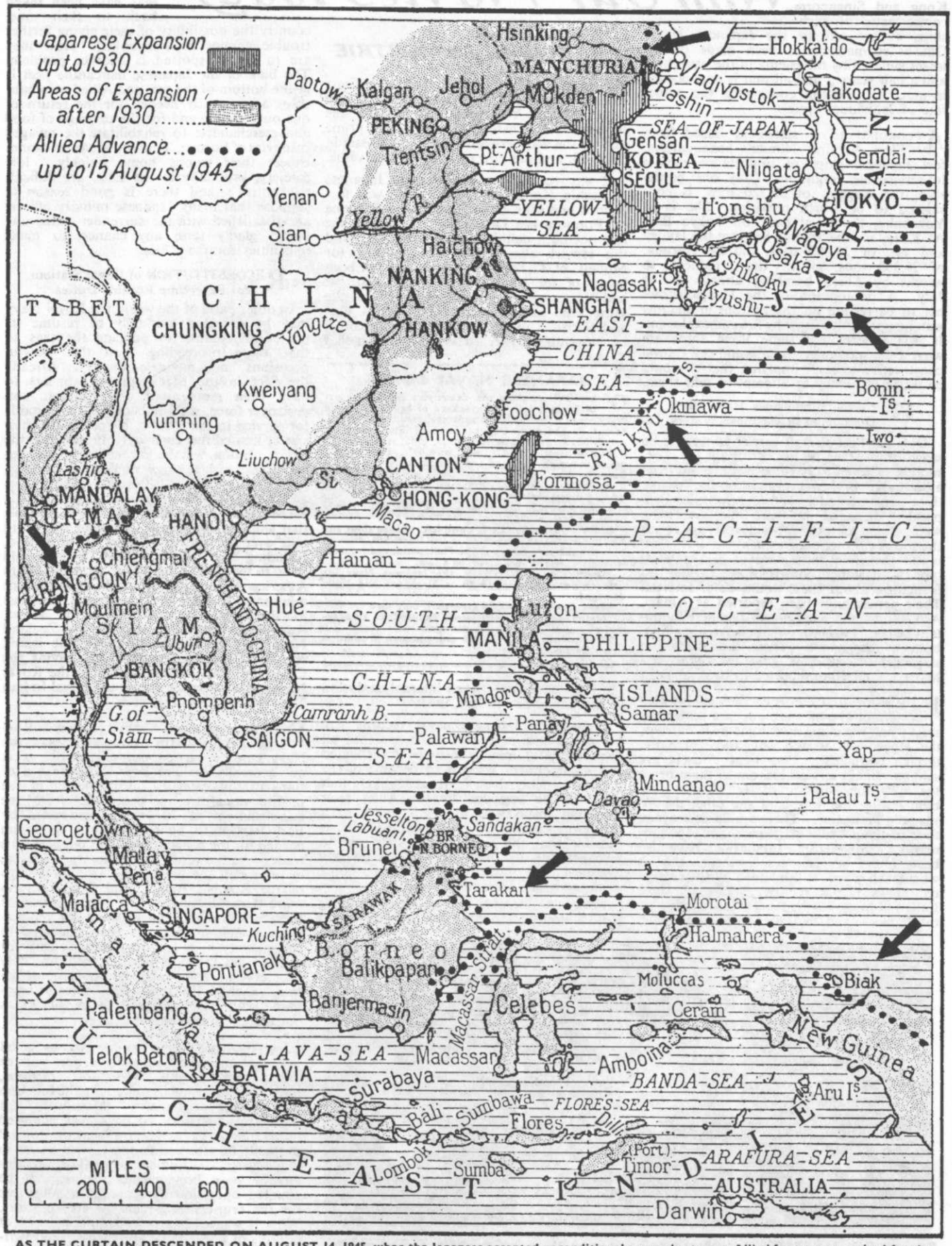
In Manchuria the Russians Settle Old Scores



SOVIET 2nd FAR-EASTERN ARMY troops entered Harbin, Manchuria, strategically important junction on the Chinese Eastern Railway, on August 30, 1945, and were acclaimed by the townspeople (1). Among the enemy forces to surrender was this transport column (2). A typical Japanese roadside fort (3) in the Manchurian steppes. Ratings of the Soviet Pacific Fleet (4) displayed the Russian naval flag at at Port Arthur on September 3; the port was captured by the Japanese from Russia in 1905.

Photos, Planet News, Pictorial Press

How Allies Were Poised at the End of the War



AS THE CURTAIN DESCENDED ON AUGUST 14, 1945, when the Japanese accepted unconditional surrender terms, Allied forces were poised for the kill as depicted here. To the north the Soviets, declaring war on August 8, had all but cut off Manchuria and were streaming into Korea. In Burma resistance against the 14th Army had ended except for rearguard actions in the Sittang bend. On Borneo the Australians had pincered the island between Brunei, Tarakan and Balikpapan. Less than three hundred miles south-west of the Japanese mainland, U.S. forces had firmly established themselves in the Ryukyus with the final clearance of Okinawa by June 21. Most telling blows of all were air raids on the homeland, culminating in the dropping of atomic bombs on Hiroshima and Nagasaki (see illus. page 344).

By courtesy of The Times

With Our Navies Today

By
FRANCIS E. McMURTRIE

WITH the occupation of Tokyo, Hong Kong and Singapore comes news of such ships as are left to the Japanese Navy. Official estimates have been made of the losses suffered by the enemy in the past three and a half years ; and all that is now needed is more information concerning the actual fate of individual vessels.

ACCORDING to a statement issued from Fleet Admiral Nimitz's headquarters, few Japanese ships of importance remain in serviceable condition. Only one battleship, the Nagato, of 32,720 tons, is considered to be worth repairing. She is at Yokosuka, the naval base on Tokyo Bay. At Kure, on the Inland Sea, are the Hyuga and Ise, of 29,990 tons, and the Haruna, of 29,330 tons, all of them reduced to wrecks by Allied bombing attacks during July. A photograph of the Hyuga shows her to be resting on the bottom in shallow water, apparently gutted by fire and explosion. It is reckoned that these three ships are what a marine underwriter would call " total constructive losses," implying that it would be waste of money to attempt to refit them.

GERMAN Submarines Have Been Discovered in Japanese Waters

Only one fleet aircraft carrier appears to be seaworthy. This is the Katuragi (or Katsuragi), believed to have been converted from a battleship or heavy cruiser hull. Two or three more are understood to have been irreparably damaged, at Kure and elsewhere, while others are probably still incomplete, on the slips or fitting-out in dockyards. It is believed that four more carriers of the latest type were under construction ; further information about these would be of interest. Their names have been reported as Amagi, Aso, Ikoma and Kasagi—all Japanese mountain peaks. Two heavy cruisers remain afloat, both at Singapore. These are 10,000-ton ships armed with 8-in. guns, the Takao and Myoko. They are reported to be disabled.

IF there are any escort carriers left—which is doubtful—they are not in a seaworthy state ; but there are two light fleet carriers, the Hosyo and Ryuko, still afloat at Kure, though damaged. Two light cruisers are said to remain serviceable, one of them being the 6,000-ton Sakawa, of the Nosiro type, built during the war, and the other the 25-year-old Kitagami. There are 26 destroyers, four of them badly damaged, and 16 submarines. Six German submarines have also been found in Japanese waters, though whether they were still manned by their original crews is not reported. Two or three Italian submarines had been taken over by the Japanese and their crews interned. Two old coast defence ships, the ex-cruisers Aduma (or Azuma) and Kasuga, have also been found at Yokosuka, and a third was sunk at Kure. These ships were in their prime during the war between Japan and Russia in 1904–05, and are now of little fighting value.

It was recently disclosed that the Japanese battleship Kongo, of 29,330 tons, was torpedoed and sunk by an American submarine off Formosa last December. Previously she had not been definitely accounted for ; and this remark also applies to the Mutu (or Mutsu), of 32,720 tons, which had not been heard of for two or three years past. It had been suggested that she was sunk at the same time as the smaller battleships Hiei and Kirisima in the Battle of Guadalcanal, in November 1942. It is now known that she was destroyed by an internal explosion in the Inland Sea in July 1943.

JAPANESE NAVAL LOSSES

OF her 369 warships and destroyers Japan has lost all but 49, and the wreckage of her once-proud Navy strews the Pacific islands seaboards, Rear-Admi. Forest P. Sherman, Deputy Chief of Staff to Fleet Admi. Nimitz, stated on August 21, 1945, at Guam.

Battleships. Of 12, now one left, the Nagato, which is heavily damaged and without a crew in Tokyo Bay.

Aircraft Carriers. Of 9, one is operative, and is heavily damaged.

Light Aircraft Carriers. Of 7, only two heavily damaged remain.

Escort Carriers. Of 5, none left. These ships and another battleship were sunk in the Coral Sea, midway between the Solomons and the Philippines, and in ports where they were finally tracked down.

Heavy Cruisers. Of 19, the Japanese Navy list now carries only two, both at Singapore and badly damaged.

Light Cruisers. Of 24 (approx.), only two are left.

Destroyers. 165 (estimated) reduced to twenty-six, of which four are badly damaged.

Submarines. Of 140, now only sixteen in addition to six German U-boats.

Presumably Japanese naval records will be seized and examined, in order that all these doubtful matters may be investigated and made clear. What is to become of the surviving enemy ships ? It seems likely that they will be scrapped by the Allies after thorough inspection, for their value to a Western Power is problematical. It is possible that the Soviet Navy may put in a request for one or two of the less severely damaged units, but otherwise there is going to be no great demand for them.

For a considerable time to come a strong British fleet will require to be maintained in the Far East, for until the whole of the Japanese armies overseas have been taken back to their own country the possibility of their giving further trouble cannot be overlooked. How they are to be transported is another problem. The bulk of the Japanese mercantile fleet is at the bottom of the sea, and Allied merchant ships are urgently needed for the return of our own people and for the carriage of food and merchandise to rehabilitate the ravaged countries of Europe. Thus the Japanese cannot expect their troops home quickly. Idle soldiery, especially in the East, are difficult to control ; and there is good reason to suppose that many Japanese military officers are dissatisfied with the surrender terms and would gladly seize any chance to make difficulties for the Allies.

RECONSTITUTION of Naval Stations for Peacetime Routine Duties

In other parts of the world the Royal Navy may be expected gradually to resume its peacetime routine of policing the seas so that those proceeding " on their lawful occasions " may navigate in safety. Already the fleet in the Mediterranean appears to have been reorganized as a cruiser and destroyer force, with units of types unsuitable for service in the Pacific, by reason of their size or limited fuel capacity. Presumably the Africa station will be reconstituted on pre-war lines, with a small number of cruisers, supported by sloops. Whether the America and West Indies Station will function exactly as before is more doubtful. It is possible that ships of the Royal Canadian Navy will take over the northern waters of the station, including the West Indies. This would leave to the care of the Royal Navy the South America division, which might then become a separate station, as it sometimes has been in the past. Between them the Royal Australian Navy and Royal New Zealand Navy may be trusted to police the island regions of the Pacific effectively, leaving the China and East Indies Stations to the Royal Navy. On the latter station the Royal Indian Navy will share in the work.

EVEN so, a number of new cruisers will be needed before the overseas duties of the Navy can be carried out efficiently. It is not generally realized how short we are of ships of this category, as the result of the unwise departure in peacetime from the establishment of 70 cruisers estimated by Earl Jellicoe to be the absolute minimum needed for the proper defence of our seaborne trade. As the result of war losses, there are in service in the fleet today, including ships of the R.A.N., R.C.N. and R.N.Z.N., no more than 62 cruisers. At least a dozen of these are obsolete and overdue for replacement ; and another has been relegated to special duty as a seagoing training ship for cadets. So far as is known, there are only four cruisers completing or under construction, leaving a deficiency of 17 ships as compared with the prescribed figure of 70 as our minimum requirement.

FOR the time being it may be expected that the escort aircraft carriers will be utilized to fill the gap. There are 39 of these, but all are too slow to undertake the function of a cruiser satisfactorily. Moreover, 35 of them are understood to have been acquired under the Lease-Lend arrangement, so will probably be returned to the United States in due course, as a number of smaller warships already have been. Thus they cannot be counted upon in any sense as a substitute for the cruisers of which we are so short. What is wanted is a considerable number of cruisers of a standard type such as the Swiftsure, which on a displacement of between 8,000 and 9,000 tons mounts nine 6-in., eight 4-in. and numerous smaller guns, and has a reputed speed of 33 knots.

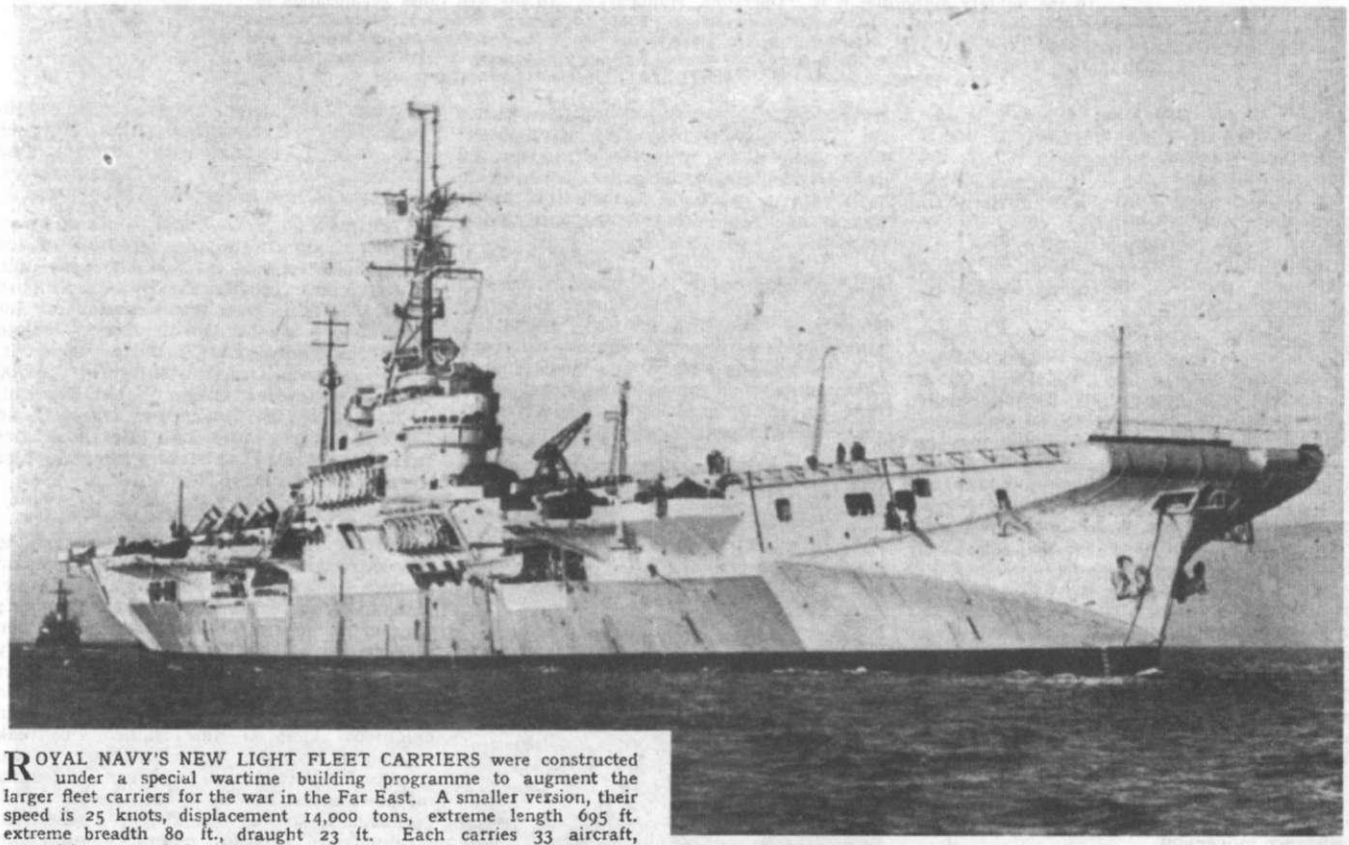
Rear-Adl. C. H. J. HARCOURT
Flying his flag in H.M.S. Swiftsure, he commanded the force which entered Hong Kong on Aug. 30, 1945.

Rear-Adl. C. S. HOLLAND
In charge of the British landing at Singapore on Sept. 5, 1945, when British and Indian troops went ashore uneventfully.

Vice-Adl. H. T. C. WALKER
Commanding the R.N. force which entered Penang, he received the Japanese surrender aboard H.M.S. Nelson, Sept. 1.

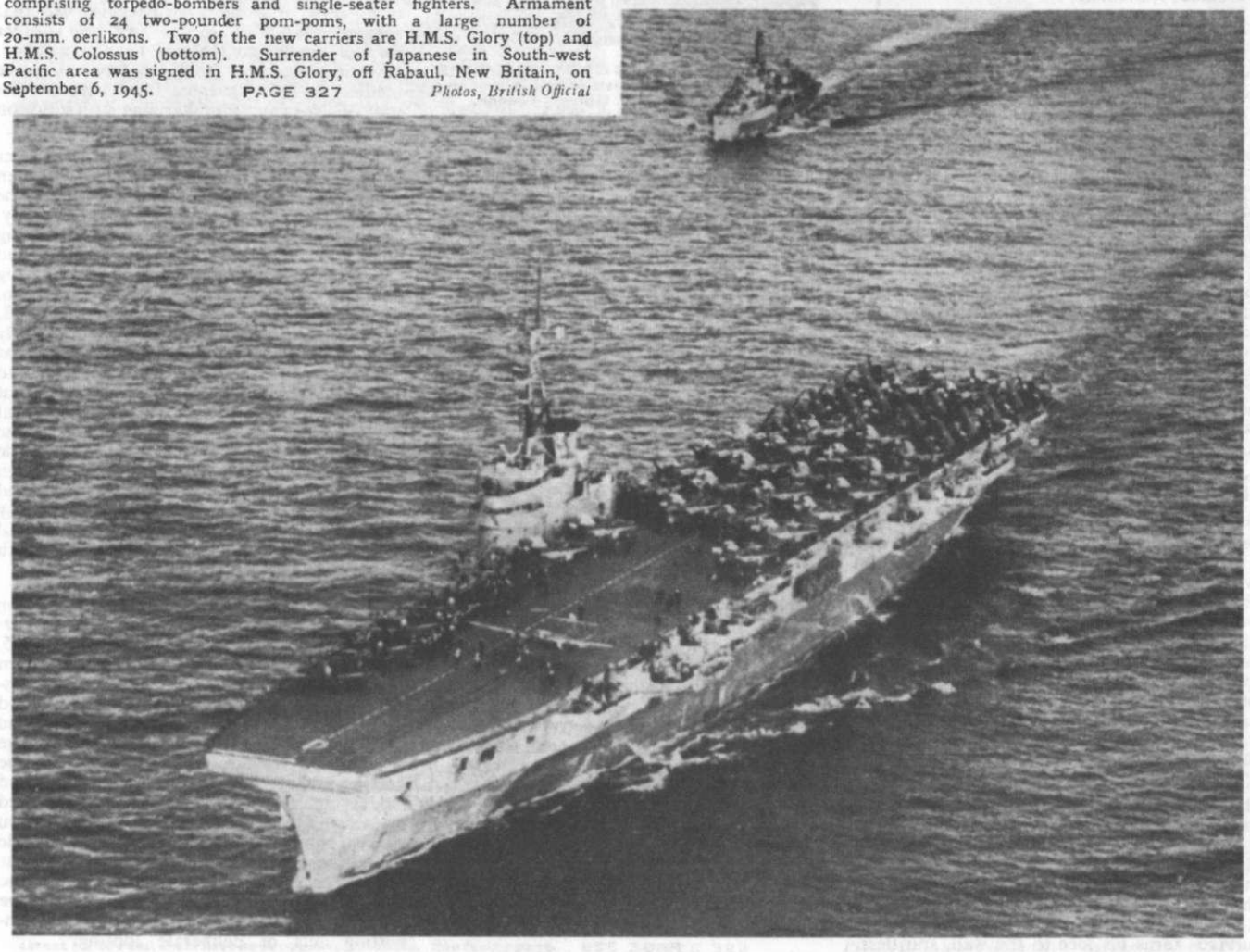
Photos, British Official, Elliott and Fry, Walter Stoneman

Carriers Serving With the British Pacific Fleet



ROYAL NAVY'S NEW LIGHT FLEET CARRIERS were constructed under a special wartime building programme to augment the larger fleet carriers for the war in the Far East. A smaller version, their speed is 25 knots, displacement 14,000 tons, extreme length 695 ft. extreme breadth 80 ft., draught 23 ft. Each carries 33 aircraft, comprising torpedo-bombers and single-seater fighters. Armament consists of 24 two-pounder pom-poms, with a large number of 20-mm. oerlikons. Two of the new carriers are H.M.S. Glory (top) and H.M.S. Colossus (bottom). Surrender of Japanese in South-west Pacific area was signed in H.M.S. Glory, off Rabaul, New Britain, on September 6, 1945.

Photos, British Official



Tracing Millions of Europe's Lost Families

To the military authorities it is "Operation Humanity." To the Red Cross organization in Geneva it is a gigantic cross-indexing involving 30,000,000 names. To the far-distant hapless Displaced Person—the wanderer torn by Nazi tyranny from far-distant home and friends—it may be a miracle. How the task, one of the most urgent in European history, is being handled is explained by MARK PRIESTLEY. See also story in page 281.

SOME order has been achieved at last in the vast tangle of Europe's "lost." Men from the hospitals of Belsen and Dachau are being restored to their families—even though their homes have been utterly destroyed, and their wives and children moved away leaving no addresses. The "missing men" of France, Holland, Poland and other countries are being traced with efficiency and speed.

World-wide organizations are working as a team, at full pressure, in this odyssey of the lost and found. A typical centre is the Red Cross bureau in Brussels, where 2,000 cases have been satisfactorily settled in the past few months. Less than two per cent of the inquiries are listed as untraceable, and even for these there is hope. Here is a typical example. A Belsen victim was a patient from a Frenchmen's hut; he could recall nothing of his past life and could only repeat a term of endearment he had obviously used in the past. The R.A.M.C. private who tended him wrote the word down, and in due course it travelled to the Red Cross offices in Geneva. There it was discovered that no less than five families in France and Belgium who hoped for news of their loved ones had given this word as a possible clue. Volunteer workers drew blanks when they followed up the four French possibilities, but the Brussels office was able to show an inquiry from a Belgian woman whose vanished husband had been a member of the resistance movement.

Almost Hopelessly Tangled Clues

In another case, the D.P.s—as displaced persons are known to the officials—were being sorted out during adjustment of frontiers between the British and Russian zones of occupied Germany, when a woman approached one of the liaison officers. "I am registered as Czech," she explained, "because I managed to cross the border after the outbreak of war. But I am really Polish. Can you help me to find my son, who was last heard of when travelling as a business agent in Brussels?" No trace of the son was found in Brussels until reference to old shipping lists showed him to have sailed to Kenya. The Kenya authorities in turn reported that after a few months he had sailed to London. In the end, the Polish-born son was found to be serving in the British Army. He had changed his name, his mother had all but changed her nationality, but they are now in contact.

THE Hamburg area had in its 400 slave compounds about 100,000 D.P.s when the British 23rd Division took over their rehabilitation. They included nearly every European nationality, and some, in the first wild delirium of liberation, had torn up their work and ration cards, the only official proofs of identification. Others had left the camp in which they were indexed, and had turned up weeks later hundreds of miles away. Many could not agree on the subject of their nationality. Often, a long cross-examination has been the only means of deciding whether a D.P. is Polish, German, Russian, stateless, or in some other category.

Every refugee and internee, after being clothed, fed and medically cared for, pleads for help in getting in touch with his family. "Where can I find my wife?" asks a Rumanian repatriated from a Swiss internment camp. "Our home was bombed, and she was sent to armaments work in the Rhineland." Perhaps a concentration camp survivor turns his face to the wall, spiritless, hopeless, feeling he has nothing left to live for. Then a Red Cross official sympathetically questions him, reminds him of lost and broken contacts, assures him again of his safety (many of these victims still cannot believe the Nazis are broken) and undertakes to help reinstate him.

THE ex-internee is told how a message will circulate in his name, giving full details of former addresses. Often this assurance is of immense value in helping a D.P. to realize that he is once again a name, not a number . a human being, not a brute. He is buoyed to normality by the fact that a great international organization is putting

THESE LISTS ARE POSSIBLY INCOMPLETE
MORE ARE COMING IN
THESE LISTS CONTAIN NAMES OF GERMAN AUSTRIAN STATELESS PERSONS ONLY

DISPLACED PERSONS' RELATIVES anxiously examine the lists posted in Bloomsbury House Refugee Office, London, of survivors of Nazi concentration camps, whose whereabouts have been traced.
Photo, Topical Press

the whole of its resources of investigation at his personal disposal.

A hospital patient who had once been a leading Viennese scientist said sadly that all his relatives were dead, all sent to the gas rooms, poisoned or butchered. "All, all, all!" he reiterated brokenly. But his surname appeared in the Geneva file. It was an unusual name, shared, it seemed, by a refugee who had escaped from Austria and found sanctuary in Switzerland. The Red Cross contacted him and discovered that he was the scientist's cousin. The two men met—and wept. Now there is hope that they may meet others of their family circle.

By August 1, 1945, more than 4,000,000 had been repatriated from the British, American and French zones of occupation. The Red Cross and St. John War Organization, and a dozen other agencies, employ a check-reference to the identity and address of each individual, to help give them fresh clues to the missing. Many thousands have gone blithely home, as they thought, to their wives, to find their families vanished, and their house in ruins or in hands of strangers. For a time they try to follow-up their own trails, but all too often their appeals return to the Red Cross.

AT the Italian exits from Germany nearly 1,000,000 ex-internees are still enduring the slow and tragic march homewards. The Italian Red Cross set up a reception centre at the Milan railway station where refugees were received in the station corridor, and then in order to make room for incoming refugees they were moved on a south-bound bus to a delousing station. Old men and women, children with an expression matching the eyes of their grandparents, could not be moved on because they were ill.

Transport of D.P.s back to their homes is indeed one of the big problems of the British occupying forces. Something has been done to relieve the situation by taking English buses off their own home routes for this special duty in the British zone. Round about Paderborn the 7th Field Regiment, R.A., assumed responsibility for 25,000 D.P.s, and, said an officer of that regiment, "The people of Maidstone, Ipswich and Norfolk ought to know that their old coaches have been a real help to us in moving these former slave-workers!"

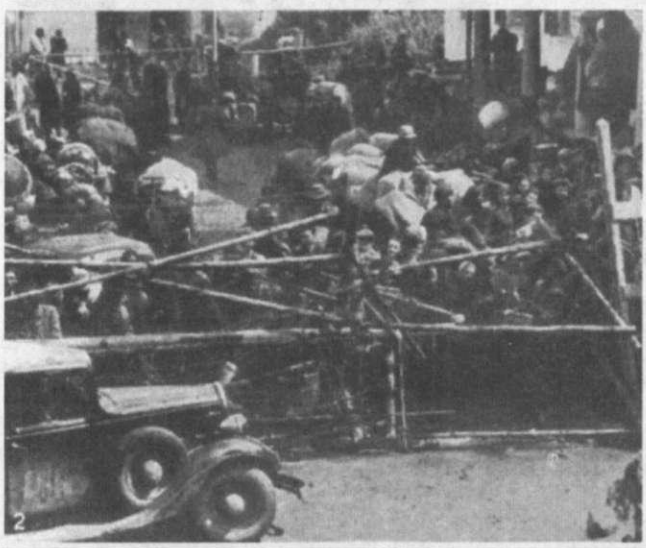
Overtaken by Freakish Fate

To add to the congestion, some of the people return, reporting that they had no homes, that their loved ones were gone. One old woman returned from her daughter's address to report that the daughter had been murdered by the Germans and her body taken away. A few days later the daughter was registered at another centre. She, in turn, had been told that her mother had been executed. That is an instance of freak Fate in action. The Oslo Red Cross bureau is proud of a case in which its detecting methods could not have been bettered. A Norwegian soldier found in a German hospital had lost his memory, could not recall rank or name. All he knew was that someone had promised to knit him another sweater similar to the one he was wearing. Investigators found that the wool and the method of knitting came from a certain district of Norway. Circularizing a description of the man, they were able to find relatives.

A young German in the British Pioneer Corps, parted from his mother over ten years ago, knew nothing but her name—one name to trace among the millions in Germany. The soldier knew they had lived in Leipzig during his boyhood, so the officials looked up the family name in a ten-year-old Leipzig directory at the British Museum, in London. Then Red Cross officials with the U.S. Army Group in the Leipzig area patiently traced the mother, year by year, from that first address to others. The trail seemed to end at last at the site of a flattened ruin, but the mother's name did not appear on local casualty lists, and the Red Cross kept up the hunt. They questioned neighbours, made inquiries in local shops, looked through military government directory files, followed up air-raid evacuation lists. There they again found the mother's name, followed it across Germany, and ran her to earth in a little village.

ANOTHER aspect of this wholesale disruption and displacement is giving the authorities serious concern. On August 21, 1945, Field-Marshal Montgomery issued a stern warning, for publication in German newspapers: "I am determined to put an end to the serious crimes committed by displaced citizens of the United Nations. This message is directed to you all. I realize that the majority of you are peace-loving people and not responsible for the outrages committed by a small minority. I warn those of you who are tempted to commit reprehensible crimes against the German population that I have ordered my troops to take drastic measures against all persons caught in the act of rape or murder or those who are committing acts of deliberate looting."

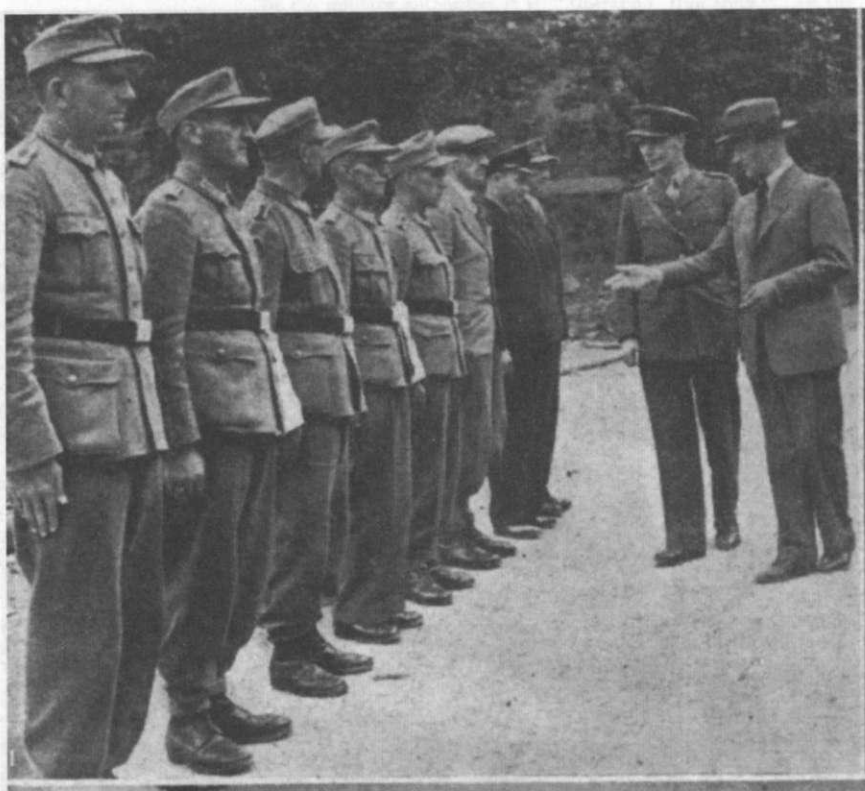
Now the Germans Wander in Their Native Land



CLEARING-HOUSES FOR GERMAN HOMELESS included a large camp at Kevelaer in the Rhineland, seen (1) from the air. Frontier-post at Schaanwald (2) in the principality of Liechtenstein, barricaded to prevent gate-crashing. Between July and August 1945, 800,000 Germans from Poland and Czechoslovakia swarmed into Berlin. Some studied the improvised time-table at the Stettiner railway-station (3). Others squatted in the blitzed street (4) to read their first newspaper for months. See facing page.

Photos, British Newspaper Pool, Keystone, Planet News

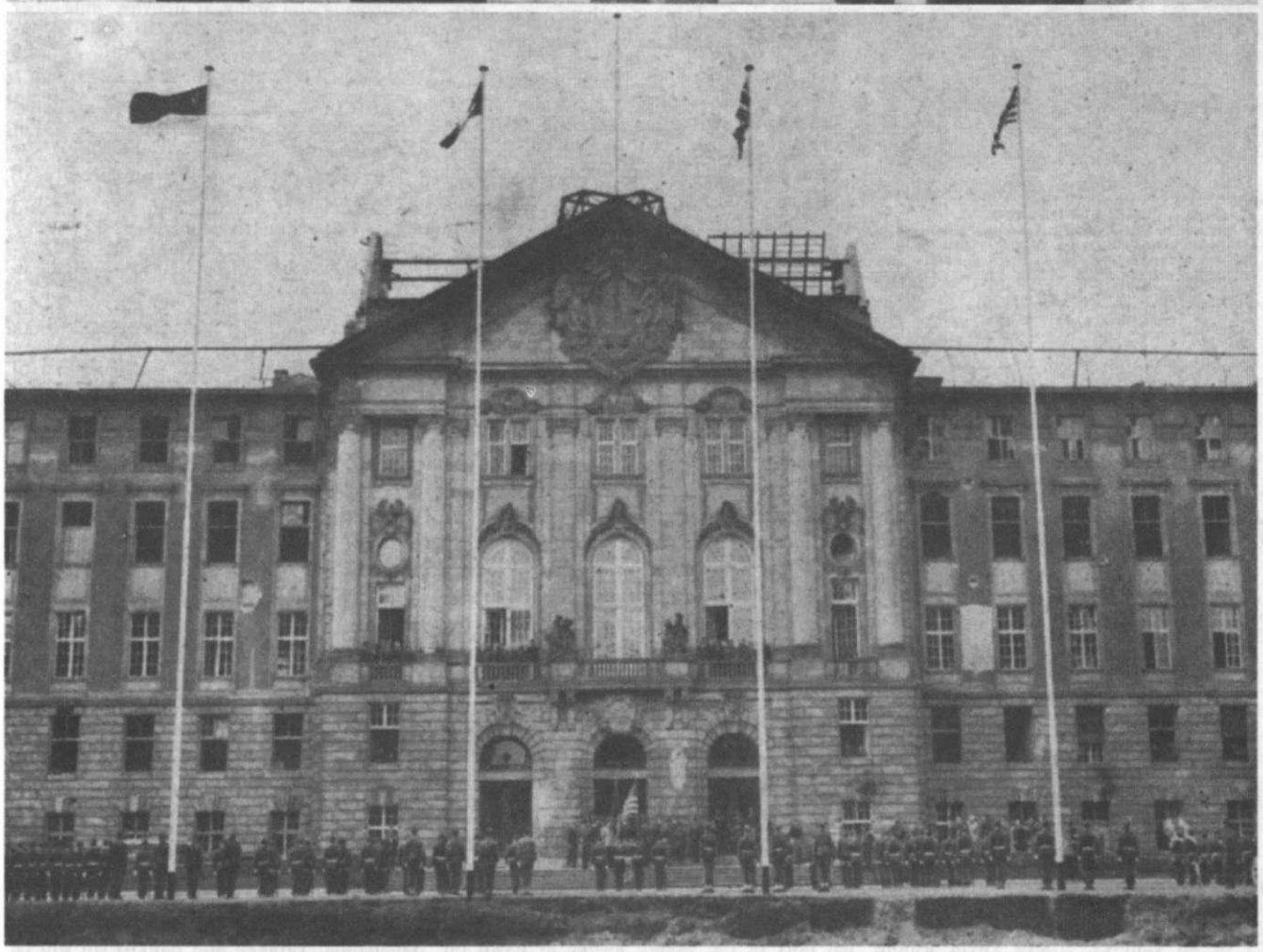
Germany's New 'Bobbies' at Work Under British



NEWLY-RECRUITED GERMAN POLICE are inspected by a British Army Officer (1) attached to the Public Safety Department of the Allied Military Government in Hanover and accompanied by a former German police-chief. Posting of proclamation dissolving the Nazi party in Hanover (2) was witnessed—in accordance with military law—by two townspeople, the Secretary and Chief of the local police, and a sergeant of the R.E.M.E. A German policeman directs cross-roads traffic (3), releasing British Military Police for other duties.

Photos, British Official

Conquerors' Flags Flutter in the Berlin Breeze



COLOURS OF THE FOUR GREAT POWERS were flown in Berlin on September 3, 1945—sixth anniversary of the outbreak of war—at the headquarters of the Allied Control Council and (top, left to right) Field-Marshal Montgomery (Great Britain), Marshal Zhukov (U.S.S.R.), Gen. Eisenhower (U.S.), and Gen. Koenig (France) stood at the salute. Formerly the Reich Supreme Court of Justice, the building contains 546 rooms, and was known as the Kammergericht. At the ceremony (bottom) a guard of honour was provided by men of the U.S. 82nd Airborne Division, heroes of D-Day and Nijmegen landings.

Photos, Associated Press

Crowning Efforts of the Australians in Borneo

One of the signatories of the Instrument of Surrender in Tokyo on Sept. 2, 1945, was Australia's General Sir Thomas Blamey. Thus was recognized Australia's place as a principal Pacific Power. The operations in Borneo, crowning efforts of the Australian Military Forces, are the subject of this article, specially written for "The War Illustrated" by ROY MACARTNEY.

WHEN the sullen capitulation of Hirohito brought the Pacific war to a sudden and uneasy halt, troops of the veteran 7th and 9th Australian Divisions had all but completed the recapture of British and Dutch Borneo. They had driven a wedge south through the enemy-held East Indies, gaining control of the strategic Macassar Strait. Further occupation of Borneo would have followed swiftly; then from the western shores of the island, Singapore—cherished goal of all British troops since the disaster of 1942—would have been only 450 miles distant.

Japan's capitulation denied the Australians the opportunity of avenging their 8th Division, wiped out in the Malayan campaign, but in the last months of the Pacific war the enemy was given good reason to remember the 8th's sister divisions. There were six of them, operating in an arc extending over approximately 3,000 miles from Bougainville to Borneo. On no previous occasion in this war had so many Australian formations been committed simultaneously. The 3rd and

Lt.-Gen. V. A. H. STURDEE, C.B.E., D.S.O., commanded the four divisions comprising the 1st Australian Army in New Guinea, where the Japanese continued to fight on after the surrender declaration. *Photo, Australian Official*

11th were fighting on Bougainville in the Solomons, the 5th besieging the enemy at the tip of north-eastern New Britain, the 6th in New Guinea had all but exterminated the Wewak garrison, and the 7th and 9th had secured domination of Borneo. It was a fitting final contribution in a war in which Australia had given so much.

IT took just over three months' campaigning to secure domination of Borneo, rich East Indies prize. Japanese militarists and industrialists had good cause for satisfaction when, early in 1942, Borneo was engulfed by their irresistible southern surge. Borneo, third largest island in the world, derives most of its economic wealth from its great rubber production and rich coal and oil deposits. Although British and Dutch engineers wrecked most of the installations of the great oilfields lying around the oil ports of Balikpapan, Miri and Tarakan, the enemy was able to repair much of the damage. By the end of 1942 Borneo was a major source of fuel oil and aviation gasoline for the Japanese Navy and Air Force.

Australia's famous 9th Division, which fought through the siege of Tobruk and at El Alamein before returning to the Pacific to plunge into the jungle struggle for New Guinea, was chosen for the initial landing on Borneo. On May 1, 1945, under cover of a devastating barrage of rockets and guns of all calibres, troops swept ashore from a fleet of assault craft to seize a bridge-head on Tarakan island. Australian Liberators moved up specially from Darwin to Morotai saturated the bridge-head area with high explosive in front of the first wave of assault troops. Other Allied aircraft provided an impenetrable air umbrella as warships steamed lazily up and down the coast, bombarding at will.

Spearheaded by tanks, the Australians cleared the Tarakan town area after four days' fierce fighting, and then overran the Pamoesian and Djoeata oilfields. Within a fortnight the 9th Division had gained control of nearly all the strategically important points on the island, although Japanese pockets of resistance held out in difficult country in the interior. Displaying their customary skill in burrowing into the earth, the Japanese had turned a succession of razor-back ridges into a series of mutually supporting fortresses. It took six weeks' relentless hand-to-hand fighting before the 9th Division infantry ferreted the last of them out of their deep and evil-smelling bunkers.

Huge Oil Fires Raged Fiercely

Within five weeks of the landing on Tarakan, Australians struck again, this time on the west coast of British North Borneo, 800 miles north-east of Singapore and 600 miles east of Indo-China. At dawn on June 11, simultaneous landings were made at Labuan Island, at Brooketon on Borneo proper, and on Muara Island lying in Brunei Bay. Although the enemy had offered stiff resistance on Tarakan, there was little encountered in the Brunei area. Australians quickly captured the Labuan airfield and drove inland from Brooketon to seize the town of Brunei.

One Australian column driving down the coast at lightning speed reached Lutong, and then made a 25-mile advance down coastal trails to the oilfield of Seria, potentially the biggest in the British Empire. Australians found destructive oil fires raging on a huge scale, the town of Seria destroyed with all buildings, the water supply and lighting equipment wrecked. Engineers, assisted by former oilfield employees who returned from hide-outs in the hills, slowly extinguished and gained control of the fires.

Meanwhile, another column had driven north-east of Brunei along the Beaufort-Jesselton railway in pursuit of the main enemy force. The Japanese retreated with such ardour that they failed to destroy railway tracks and abandoned wood-burning locomotives. The versatile Australians fitted flanged wheels to jeeps and, with the railway intact, the strange vehicles greatly eased the supply problem. "Armoured" trains protected by sandbags piled high, and armed with Vickers and Brens, patrolled the railway, protecting it from marauding Japanese.

WITHIN a month the 9th Division had occupied its primary objectives, including two hundred miles of seaboard, the magnificent harbour and installations of Brunei Bay, airstrips of Labuan Island, Brunei and Sarawak, all the big oilfields and refineries, and much of the richest rubber producing areas of British North Borneo. They then turned to their secondary task of clearing the enemy from the narrow productive hinterland, in preparation for the return of native producers of food and raw materials.

The stage was set for the third and most telling blow on Borneo. Balikpapan, principal port of the island, awoke at dawn on July 1 to the thunder of a preliminary bombardment which had assumed tremendous proportions (see illus. page 274). Behind

BORNEO, 284,000-square-miles East Indian Island, showing British and Netherlands possessions, also the British protectorate of Sarawak and Brunei, the Mahomedan state which is attached to the Straits Settlements.

the protective curtain of steel and high explosive troops of the veteran 7th Australian Division swarmed ashore east of the port and quickly a mile-long beach-head fronting the strategic Macassar Strait was secured. Pushing to the east, infantry cleared the Sepinggang and Manggar airstrips while other forces drove steadily west towards Balikpapan. Three days after the initial landing they carried the town by storm.

ANOTHER amphibious force crossed Balikpapan Bay the next day and landed at Penadjam, occupying the headlands at the western entrance to the harbour. Although the 7th Division speedily swept through the area there was constant enemy sniping and desultory counter-shelling, while many pockets of stubborn resistance had to be reduced one by one. Occupation of Penadjam gave the Australians control of Balikpapan harbour. General MacArthur, who landed with the Australians, described Balikpapan as perhaps the most lucrative strategic target in the East Indies sector. Development of the existing air facilities would enable Allied aircraft to sweep the skies from Timor to eastern Sumatra. As the general commented, "It is fitting that the 7th Division, which in July three years ago met and later turned back the tide of invasion of Australia on the historic Kokoda trail, should have captured this most important objective."

Captured Airstrips Made Operative

R.A.A.F. engineers, toiling day and night, quickly made the captured airstrips operative. Australian aircraft of many types were moving in to prepare for the next big jump westward, when hostilities came to an end. 7th Division troops, having completed their primary task—the occupation of Balikpapan—had closed to within four miles of Sambodja, principal oilfield of the area, when they, too, were halted.

And so the long, hard road tramped by Australia's fighting men ended in Borneo when they were in sight of the goal they so wanted to avenge—Singapore! But should the Japanese ever boast of the success they enjoyed early in the Pacific War, the names of Milne Bay, Kokoda, Guadalcanal, Buna, Sanananda, Tarakan and Balikpapan will be a salutary reminder of how British and American fighting men in the South-West Pacific adapted themselves to the jungle and administered an historic beating.

Aussies Used 'Mixed Grill' Barrage at Tarakan

CLEARING THE BEACHES AT BALIKPAPAN, prized oil port in south-east Borneo (captured on July 4, 1945), engineers of the Australian 7th Division with mine-detectors (1) made way for the heavy armour during the landings. Infantrymen crossed the Vasey highway past shattered homesteads (2). "Mixed-grill" barrage (3) against an enemy only 600 yards away was assembled on Tarakan Island (cleared by June 24): nearest camera was a 25-pounder, next a 3·7 A.A. gun, used as field artillery, and beyond, a Matilda tank joined in.

Photos, Australian Official

Writhings of Japan in the Last Days of Defeat

Trite but true is the saying that a war is more easy to start than to stop. Japan realized to the full the bitterness of this truth in the days following her unconditional surrender to Allied demands. How the loose ends of tangled threads of the Far Eastern War were finally caught up and disposed of is briefly outlined in this account of the final setting of the Rising Sun.

THOUGH the Japanese surrender dated from August 14, 1945, the Emperor's orders for all his forces to cease fire were not issued until August 16. It was anticipated that some delay in these orders becoming effective in China, Bougainville, New Guinea, the Philippines and other distant areas would be likely, but the Emperor's surrender broadcast made it clear that members of the Imperial family would be sent to some fronts to enforce the orders personally.

Fighting continued at a number of points, with the Russians advancing rapidly on several fronts in Manchuria (see page 258), and by August 19 they had taken prisoner more than 150,000 troops of the Japanese Kwantung Army, the strength of which was estimated at 500,000. Russian airborne troops by that date had landed in the four chief cities of Manchuria, and at one of these —Harbin—the Kwantung Army Group formally surrendered three days later; and airborne troops landed in Port Arthur and Dairen (which the Japanese had seized from the Russians in 1905) to begin the disarming of the Japanese garrisons.

IN Manila, 16 surrender envoys arrived on August 19 and were received by General MacArthur's staff officers, to arrange for Allied landings in Japan: these began at Atsugi airfield near Tokyo on August 28. The beaten army in Southern China surrendered on August 22, at Chihkiang, to a representative of Marshal Chiang Kai-shek. Formal surrender of 1,000,000 Japanese troops took place on September 9 in the walled city of Nanking, China's ancient capital, and scene of a massacre by the Japanese in 1937.

On August 19 Australian Army H.Q. announced that negotiations, affecting more then 20,000 Japanese in the Bougainville area of the Solomons, and approximately 8,000 around Wewak, in New Guinea, had begun. On September 6 the surrender of all Japanese in the South-West Pacific area (New Guinea, New Britain, and New Ireland) was signed on board H.M.S. Glory (see illus. page 327) in St. George's Channel, south-west of Rabaul. Officers, ratings and marines on the flight-deck watched Gen. Imamura, Japanese C.-in-C. South-West Pacific, hand his sword to Lieut.-Gen. V. A. H. Sturdee, commanding the 1st Australian Army (see portrait in page 332). Complete surrender of all Japanese on Bougainville and adjacent islands in the Solomons was signed at Australian H.Q. on September 8.

Quitting of "Tiger of Malaya"

In Borneo, first contacts were not made until September 4. Negotiations for surrender took place at the mouth of the Sarawak River two days later, between Gen. Yamamura and Australian representatives, and the formal surrender to Major-Gen. Wootten, commanding the Australian 9th Division was made on September 10 at Labuan.

The "Tiger of Malaya," Gen. Yamashita, surrendered the battered remnants of Japanese forces at Baguio on Luzon in the Philippines on September 3. Specially brought from Tokyo to witness the ceremony were Gen. Jonathan Wainwright, U.S. commander of Corregidor, and Lieut.-Gen. A. E. Percival, British commander at Singapore, who had both surrendered to Yamashita when Japan was at the height of her triumph. On the same day, surrenders of the Pacific islands of Truk (Carolines), Palau, the Bonins, Pagan and Rota (last remaining Japanese stronghold in the Marianas) were made aboard U.S. warships.

The position in the last major zone where things had been uncertain was cleared up on August 23, when a Japanese radio message to South-East Asia Command H.Q. announced that Field-Marshal Count Terauchi, the Imperial commander in that area, had at last ordered the Cease Fire. Referring to Admiral Lord Louis Mountbatten's broadcast instructions to the Japanese Southern Army on August 20, Terauchi said:

"We have received your message regarding occupation of coastal waters and clearing of mines. For this purpose we are prepared to send our delegates to Rangoon on August 26 so that you may carry out operations more safely in perfect mutual understanding between your command and ours. Therefore we hope that operations which your naval forces desire to carry out may be put off until complete mutual understanding can be reached between your command and ours."

JAPAN'S EMPEROR HIROHITO, "Son of Heaven," leaving a meeting of the Japanese Diet on September 4, 1945. An official bows as the Emperor hurries by. *Photo, Keystone*

THE preliminary agreement was signed at Rangoon on August 28 (see page 322), and the final S.E.A.C. surrender was signed on September 12 at Singapore, where British and Indian troops had landed on September 5 —just over 3½ years after the great naval base had been taken by the enemy. In this guardian city of the gateway to the Far East were more than 30,000 prisoners, herded in 23 camps, estimated to be made up as follows: 6,700 British, 88 Americans, 5,500 Australians, 4,000 Dutch and 14,000 Italians and others unclassified.

On August 30 it was revealed that Gen. Itagaki, Japanese commander at Singapore had notified Field-Marshal Terauchi of his intention to fight on, that "the Japanese armies remained undefeated in battle." Terauchi's reply to Itagaki was to the effect that further resistance would disgrace the honour of the Japanese Army, and that continued defence of Singapore would erase all hope of retaining any Japanese army, whereas acceptance of unconditional surrender might permit the retention of a nucleus force. Itagaki thought again, and acted wisely. It was actually he who made the final surrender to Admiral Mountbatten at Singapore, Count Terauchi being too ill to attend.

Reluctant to Carry the News

An unexpected difficulty in getting surrender news to isolated Japanese forces in Burma was reported on September 4. Japanese envoys from Moulmein were reluctant to go among their own troops with the news. One of the Japanese parties entered the British lines near Waw, and was taken to an area where there were known to be Japanese forces. The envoys stated they did not like telling their compatriots the news, and suggested that pictures showing them with British officers should be taken and the pictures and leaflets sent among the units rather than that they themselves should go forward. The suggestion was not agreed to. The Commander of the Japanese forces in Burma asked that he be allowed to delay sending further envoys until the result of the first group's activities were known, as a sharp signal had been sent stating that further parties must be dispatched. A Japanese plane, flying a large white streamer, flew over one area dropping surrender leaflets.

LAST-MINUTE fighting in Burma, since the surrender, was in the village of Gyogon, which lies in the Pegu Yomas, about 35 miles north of Rangoon. Patriot Burmese forces in the village saw a party of Japanese and fired a shot into the air to indicate their presence. But the Japanese surrounded the villagers and then attempted to pass through the place. In the ensuing clash 12 Japs were killed, and the rest retreated. The following night 20 Japanese attacked the village; two were killed and the others withdrew. It was decided that the area should be visited by Japanese officers from the Burma Army Headquarters to tell any further isolated forces to surrender.

MEANTIME, British and American advance forces had landed in the Tokyo area (see story in page 345) to prepare for the main landings that were to follow the final signing of surrender terms. The actual signing of the final Instrument of Surrender took place on board the U.S.S. Missouri, in Tokyo Bay, on September 2 (see story in page 346), and two days later General Douglas MacArthur, as C.-in-C. of the Allied occupation forces, issued his first direct orders to the beaten enemy. He commanded the immediate demobilization of the Japanese Army, the clearing of mines from all harbours, and the speedy release of Allied prisoners of war (see illus. in page 343). At this time, U.S. troops were crossing the River Tama—original demarcation line between Japanese and Allied forces—outside Tokyo, in preparation for the entry into the capital itself on Sept. 8. And in the capital's House of Peers, Emperor Hirohito spoke from a golden throne:

"It is our desire that our people surmount the manifold hardships and trials attending the termination of the war, and that they make manifest the innate glory of Japan's national policy, win the confidence of the world, establish firmly a peaceful State and contribute to the progress of mankind, and be instantly directed to that end." Members left the Chamber weeping.

Photos, British Official

Changing of the Guard at British H.Q. in Vienna

At the 18th-century Schonbrunn Palace, formerly the summer residence of the Austrian Emperors, now headquarters of the British occupation troops in Vienna, the changing of the British guard took place for the first time on August 6, 1945. The new guard, provided by the 2nd Battalion Lancashire Fusiliers, presented arms (top) as they took over from the old guard (bottom), provided by 2771 Squadron R.A.F. Regiment. The band of the 4th Hussars played during the ceremony.

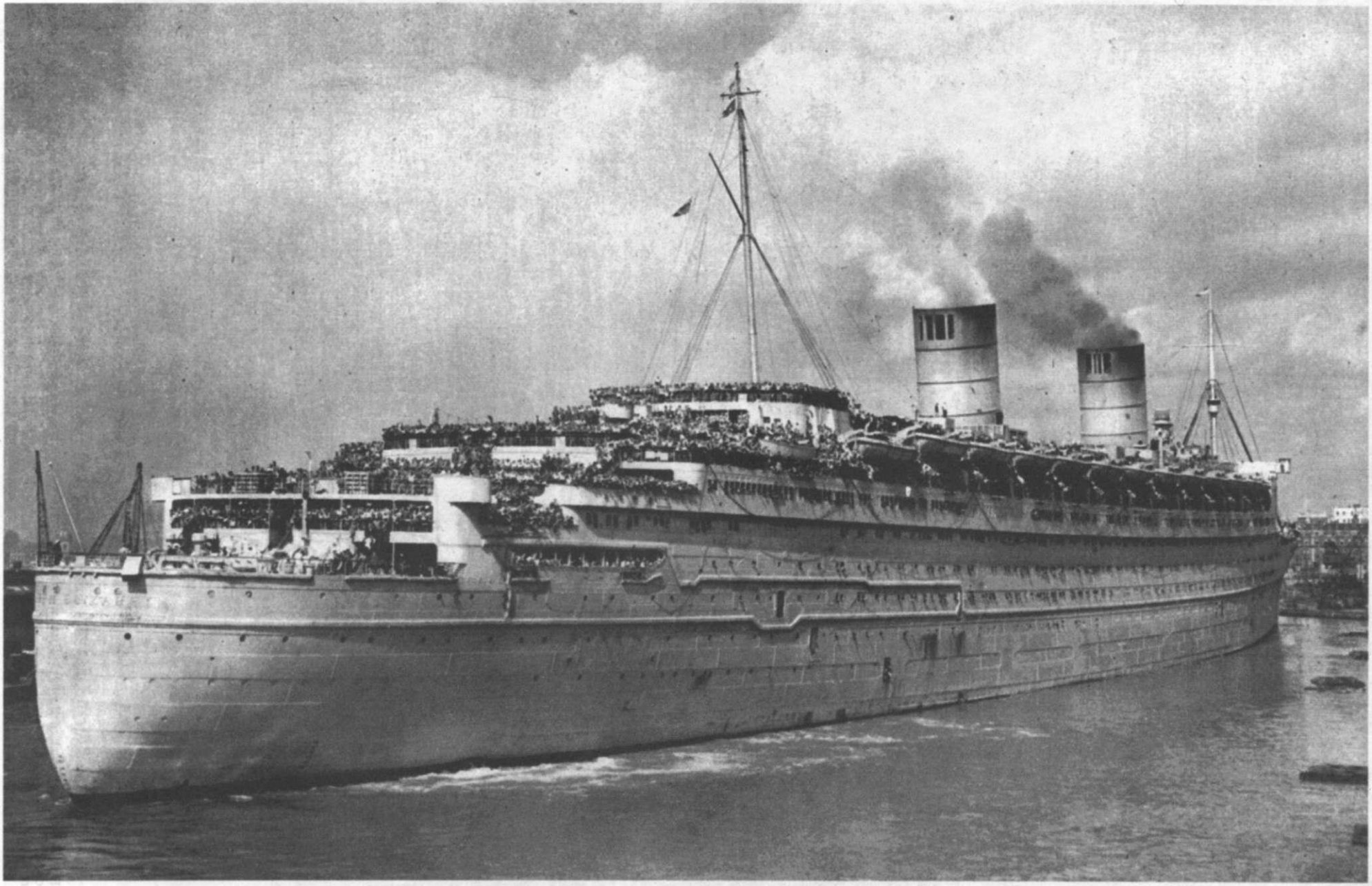
British Occupation Troops Parade in Austria—

Capital of the Austrian province of Styria, Graz was taken over from the Russians by 8th Army troops on July 24, 1945. They were visited on August 8 by Lieut.-Gen. Sir R. L. McCreery. In the main square he inspected men of the 70th Field Regiment Royal Artillery (top). On August 3, Air Vice-Marshal F. J. Fogarty, D.F.C., A.F.C., talked to home-bound airmen and officers (bottom) at Milan railway station—first contingent to leave there for U.K. leave under the R.A.F. scheme.

Photos, British Official

—To the Lively Strains of the Inniskillings' Pipers

Dominated by the peak of the Schlossberg, the main square of Graz echoed to the rousing sound of the splendid pipe band of the Royal Inniskilling Fusiliers, entertaining a delighted crowd before the arrival of Lieut.-Gen. McCreery (commander of British forces in Austria) to inspect the garrison troops. He was accompanied by Maj.-Gen. Weir, C.B., C.B.E., D.S.O., Commander of the 46th British Division. To the onlookers it was a stirring and memorable occasion.



'Queen Elizabeth' Takes Home 15,000 U.S. Troops

Photo, Keystone

For the first time in her chequered history the Queen Elizabeth, world's biggest and fastest liner, docked at Southampton, her home port, on August 20, 1945, and six days later sailed for New York with 15,000 American troops on board (above). She was given a great send-off by R.A.F. fighters circling over as she pulled out of the dock. Since she left the Clyde five years ago the Queen Elizabeth had sailed nearly 500,000 miles through five oceans. (See also pages 168–169).

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

THE sort of battle that we see in the film of Henry the Fifth has, of course, been long out of date. Long-range weapons and rapid transport have outmoded close-combat and hand-to-hand struggles. There were few encounters of the old classic type even in the 1914-18 war, though some did occur. In this War (so we shall still speak of it for some time to come) such engagements were scarcely known in Europe, and in the East they were rare. But there was one on a Pacific island which conformed to all the rules of what may be termed the chessboard battle and which will be looked back on as one of the most interesting as well as most important events of the campaign against the Japanese. The story of this is told by W. Richardson in The Epic of Tarawa (Odhams Press, 3s. 9d.), a finely illustrated volume with many maps. Although the book describes what was a purely American exploit, yet the demand for it could not be satisfied even before publication in this country.

FIRST, where is Tarawa ? It is a collection of small islands forming a coral reef around two sides of a triangular lagoon in the Gilberts group, over which there was a British protectorate from 1892 till 1942, when the Japanese seized it. They met with no opposition. The protecting Power was too busily occupied elsewhere to defend the unfortunate islanders against the brutal little yellow men who either killed them all or sent them to slave labour. It is not known which was their wretched fate. In their stead the Japs brought as slaves 400 Koreans, who were set to work to turn the island of Betio into one of the most formidable fortified places ever seen.

> They dug underground, built tunnels, and reinforced the labyrinth with steel and iron-hard palm logs and concrete. They dug caves for their men and caverns for their stores. They scooped out foxholes and trenches, and constructed pillboxes and small Maginot forts. Altogether they built 500 fortified places . . . Their blockhouses were in compartments so that they might stand against the heaviest blast and that their tenacious occupants would have to be knocked out one by one. There were 8-in. and 5-in. guns in very strong emplacements cleverly camouflaged, and any number of 3-in. guns for use against ships or planes.

Selfless Valour of Young Marines

What was the purpose of all this tremendous expenditure ? It was to protect the airfield, laid in the centre of the island. Not much of an airfield as airfields in America and Europe go : merely a strip of levelled coral sand 1,500 yards long, but of very great value to the enemy because " it controlled vast areas around it—areas limited only by the range and fuel capacity of the bombers and long-range fighters which took off from its runway."

THAT was why the High Command in Tokyo valued it so highly. That was why the American High Command decided that it must be taken and used for Allied instead of enemy aircraft. That the taking of it would be difficult and expensive in human life was recognized. But, as Admiral Stark says, " in the selfless valour of the young Marines who fought that action against such terrible odds and of the sailors who supported them, was sacrifice of which not only Americans but free men everywhere can rightly be proud."

The American Marines have traditions of which they speak with reverence. They feel that they are different from Army soldiers because they have been recruited for one purpose and one only—to fight.

> In the complexities of modern war an army needs millions of men who will never man a gun. A man may join the army to pursue his mercantile abilities in the Quartermaster Corps ; a storekeeper's qualifications may place him in the Post Exchange stores; a lawyer may enter the Judge Advocate's division ; machinists ply their trade far behind the lines . . . The Marines are a streamlined fighting force. They are formed only to the immediate end—battle.

Stark Heroism on Tarawa Atoll

The Marines who were landed on Tarawa on November 21, 1943, had therefore " an *esprit de corps* similar to the traditional pride of Britain's most famous regiments." They had something else as well which made exceptionally tough fighters. They did not, says Mr. W. Richardson, " just dislike the Japanese ; they hated and despised them. This was the enemy that had bayoneted prisoners, their faces twisted into grim psychopathic smiles while doing it. This was the enemy that would ' surrender ' in tiny groups, saunter forward with their hands up and their faces without expression, and then kill their captors with a light machine-gun lashed to the back of one of the phoney surrenderers." The Japanese had shown no mercy. The Marines would show them none.

THEY knew their foes and knew what the plan was for blasting them until they were destroyed. First, aircraft were to smash their airfield, supply dumps and gun emplacements. Then the naval big guns would silence the shore batteries. Then the Marines would move into the landing barges and make for the shore. What to do when they landed they knew by heart, but they also knew that they might be obliged to change their methods if unexpected snags were met with : they might have to act independently.

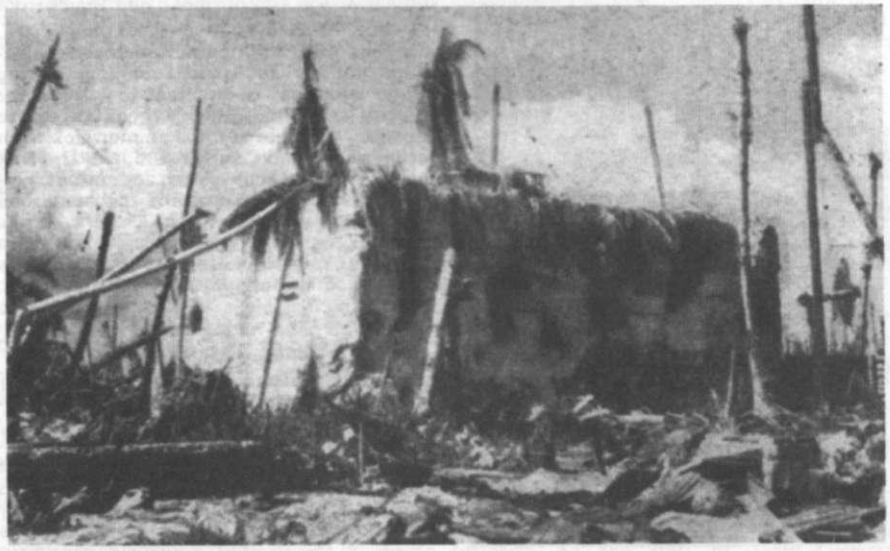
This, said the beachmaster at Tarawa, marked the superiority of the average American fighting man over the average Japanese. " It is not so much," Lieut.-Commander Grogan went on, " that the American is braver. This war has taught us that the whole human race is brave, almost incredibly brave. What makes the big difference in the Pacific is the fact that our troops have been instructed in every phase of a campaign and they know their parts. Therefore they are able to change their tactics individually to meet new circumstances. They can think things out for themselves."

As They Sped From Ship to Shore

The Japanese, on the other hand, while they understand the plan they are to carry through, often become bewildered if anything unexpected happens. However, on Tarawa the space was so restricted that movement and manoeuvre were scarcely possible. One man said it was like fighting on a billiards table without pockets. It was a fight to the death. One or other of the contending forces had to be wiped out, and at first it looked as if the Americans were destined to meet that fate. For their losses as they sped from ship to shore and when they seized footholds on the beaches were very heavy.

SCARCELY any of the leading waves of attackers reached shore. They were picked off as they sat in their barges or tried to wade to the beaches. By night, only a handful were on the island, huddled together in the shelter of a sea wall the Japanese had built. " Those alive were outnumbered ten to one by their dead comrades." It looked as if something had gone wrong, but the explanation was the skill and thoroughness of the Jap arrangements for keeping themselves safe while bombing from the air and shelling from the ships went on. Only by pouring men on to the island and pressing forward step by step when they reached there, could the enemy be shoved, yard by yard, back.

Not till the third day did the Marines reach the airfield, but by this time it was plain to the enemy that no escape from annihilation was possible. So they mustered for a suicide charge. " There was no hope of anything but death, yet the brown wave came on and on until the last man lay dead upon the coral sand." Only nine prisoners had been taken, out of the 4,000 men who held Tarawa : all the rest were exterminated. The American losses were 1,026 killed and 2,557 wounded. The figures sent a shock through the United States when they were published. But the success, though costly, was reckoned to be worth its price. It opened the way for " the series of positive and brilliant victories " that changed the face of the Pacific War.



JAPANESE H.Q. AT TARAWA, this steel-and-concrete structure was about the toughest position the U.S. Marines had to storm when they captured the collection of small Pacific islands in November 1943. During the fierce bombardment it withstood direct hits from the heavy American artillery firing from the beaches. *Photo, Keystone*

Now It Can Be Told!

CONCEALED COMPASSES FOR R.A.F. CREWS

EVERY R.A.F. man who had to bale out over enemy territory hung on to his compass to the very last—as a means of helping him to find his way across unknown country to safety. Special compasses for this purpose were issued to all air crews who might at any time find themselves in that predicament, it was recently revealed. Of necessity they had to be very tiny—smaller than a farthing—for the intention was that the compasses should be hidden on the person of the airman concerned.

Places of concealment were ingeniously chosen. A diminutive compass would be fixed to the back of a collar stud or trouser button, or hidden in the bottom of an automatic lighter, or beneath the dottle in a pipe. A photographic reconnaissance pilot who crashed in Germany and was taken prisoner owes his escape to a compass so tiny that he was able to conceal it inside his ear; there were many of this design and the lives it has saved have yet to be counted. For they were neither toys nor mascots.

SOME of the compasses were probably discovered by German intelligence officers when air crews were searched. But there was an equally ingenious standby, in the form of magnetized buttons. Sewn on battledress, to the casual eye they were indistinguishable from ordinary buttons. But the fact that they were magnetized enabled them to be used to indicate the way to freedom and home.

Removed from the battledress, the magnetized button would be mounted on another button which served as a pivot on which the first one could swing freely. In the darkness of night a luminous patch painted on the magnetized button would be clearly visible as the latter swung towards the north.

R.A.F. MAN'S COMPASS (left) concealed in a cigarette-lighter—one of the gadgets described in this page. Its size may be gauged by comparison with a farthing (enlarged). *Photo, News Chronicle*

LAST GREAT BATTLE OF THE SUBMARINE SHARK

THE full details of her epic last battle off the south-west coast of Norway in June 1940 has now been revealed by her Commanding Officer, Lieut.-Commander P. N. Buckley, R.N., back in Britain from a German prison camp. The struggle lasted more than six hours against overwhelming odds. Although it began at 10.30 p.m. the whole action took place in daylight, for in summer there is no darkness at that latitude. The Shark surfaced to recharge her batteries, and almost at once was sighted by a German seaplane, and though she dived immediately she could not escape attack. As she went down bombs began exploding close by. "Lights went out, both hydroplanes and steering failed, the starboard main motor was put out of action and a fire was started behind it. Water began coming in through a leak," said Lieut.-Cdr. Buckley. The after hydroplanes (which control the angle at which a submarine lies when dived), were jammed in the "hard-a-rise" position, and the boat rushed to the surface again.

"As soon as the bow appeared above the sea we heard a hail of machine-gun bullets on the hull, and bombs dropped around us. For a time we couldn't get her down at all, and then, when she started to dive once more, she went down rapidly, ending up 64 feet deeper aft than she was amidships. Then, for the second time, we rose to the surface. We came up at an incredible angle, and I knew that we would not be able to dive again. We discovered the rudder was jammed hard-a-port and all we could do was to go round in circles. The main aerial had been carried away, so we rigged a jury aerial and sent a signal asking for assistance, although we knew there was little chance of it reaching us in time."

FROM midnight bombing attacks were almost continuous. One bomb burst the submarine's starboard side, holed a main ballast tank and washed two men overboard. They were picked up again later in the action. The Germans used a Heinkel seaplane as a marker for their relays of bombers. It flew round the submarine, keeping up a steady fire with its cannon. "We used our 3-in. gun to keep the Heinkel at a reasonable distance, and our Lewis and rifles against aircraft which were making bombing attacks."

After three hours fighting against these tremendous odds—at 1.30 a.m.—the Shark was listing heavily to starboard. Water was rising in the engine-room. Inside, the submarine was full of smoke and fumes from the batteries.

Despite the choking atmosphere the engine-room staff kept the engines running, altering the revolutions as ordered to give some control over the boat. When it became necessary to remove all the ammunition from the magazine, the First Lieut., Lieut. D. H. B. Barrett, R.N., went down and did it personally, using a Davis escape apparatus as a gas mask, for in this part of the boat the fumes were particularly bad. But even though things were desperate the Shark's crew raised a cheer when one of her 3-in. shells exploded close under the stern of a Dornier, which made off towards the coast with sparks shooting from its tail. Then four Me.109s. appeared from the direction of Stavanger and raked the submarine's bridge and gun's crew with devastating machine-gun and cannon fire.

A Shambles of Wounded Men

"It was obvious to me that the end was now in sight," said Lieut.-Cmdr. Buckley, "although everyone stuck to his post in a magnificent manner until wounded or killed outright." After another 15 minutes of furious battle the submarine ran out of ammunition. "And having many wounded or dead—I couldn't tell which—I reluctantly decided to break off the action. I had been wounded in the head and leg and was feeling particularly shaky, so I have only a vague recollection of what happened from this time on. But I knew that the bridge was a shambles of wounded men, blood and empty cartridge cases, and that one of the seaplanes had landed close astern of us."

TWO Germans from the seaplane boarded the Shark, but as they pulled across in their dinghy, their seaplane sank; a float had been winged by the Shark's gunners. "The two Germans seemed very nervous and one kept his finger on the trigger of his pistol the whole time and they were quite content to remain on the bridge. That gave the First Lieutenant and other officers an opportunity to go below and destroy everything which might have been of interest to the enemy. Meanwhile, the wounded men were laid out on the gun platform and made as comfortable as possible." About 5 a.m. Lieut.-Cmdr. Buckley was taken off in a rubber boat and put aboard a second seaplane which had landed on the water close by.

Lieut. Barrett remained on board in command. He got the wounded and other members of the crew to safety on board trawlers, which arrived about 8.30 a.m. and then two of the trawlers began the attempt to tow the Shark away. But measures had already been taken by the submarine's crew to prevent this. No sooner had the trawlers started towing when the Shark sank. "She went down vertically, stern first," concluded Lieut.-Cmdr. Buckley, "and her last action was to damage the propeller of one of the trawlers, so that in the end it was one of the enemy's ships which was towed back to a German-held harbour and not the Shark." Casualties suffered by the Shark in this last gallant action were two killed, one died of wounds, ten wounded and eight slightly wounded.

H.M. SUBMARINE SHARK before she left on her last mission on which, in June 1940, she was lost—as revealed by her Commanding Officer in this page. *Photo, British Official*

1940 SECRET WEAPON WAS A CATAPULT

IN the critical time following the fall of France, when every possible anti-invasion weapon was urgently needed, the L.M.S. Railway Company was concerned in the revival of one of the oldest engines of war, the catapult. The story is told in the L.M.S. house-journal Carry On. The Chief Mechanical Engineer was asked, at the shortest notice, to develop a type capable of throwing a two gallon can of petrol (fitted with a fuse to explode on contact) for as great a distance as possible. The minimum range was to be not less than one hundred yards. The job was carried out at the Derby Carriage and Wagon Works, all concerned making tremendous efforts.

On a Wednesday evening in July 1940 the first model was devised and made overnight. It used rubber bands for propelling the missile carriage and had a range of 25 yards. For the next model carriage springs were used, and it had a range of 50 yards. Unfortunately, though, it was very heavy.

When better elastic rubber bands were secured the range was increased to 70 yards, and finally, on the following Sunday morning, after continuous night and day work, a range of 100 yards was achieved with certainty. Ultimately this was increased to 130 yards. The accuracy was surprisingly good and the rate of fire was about one shot every two minutes.

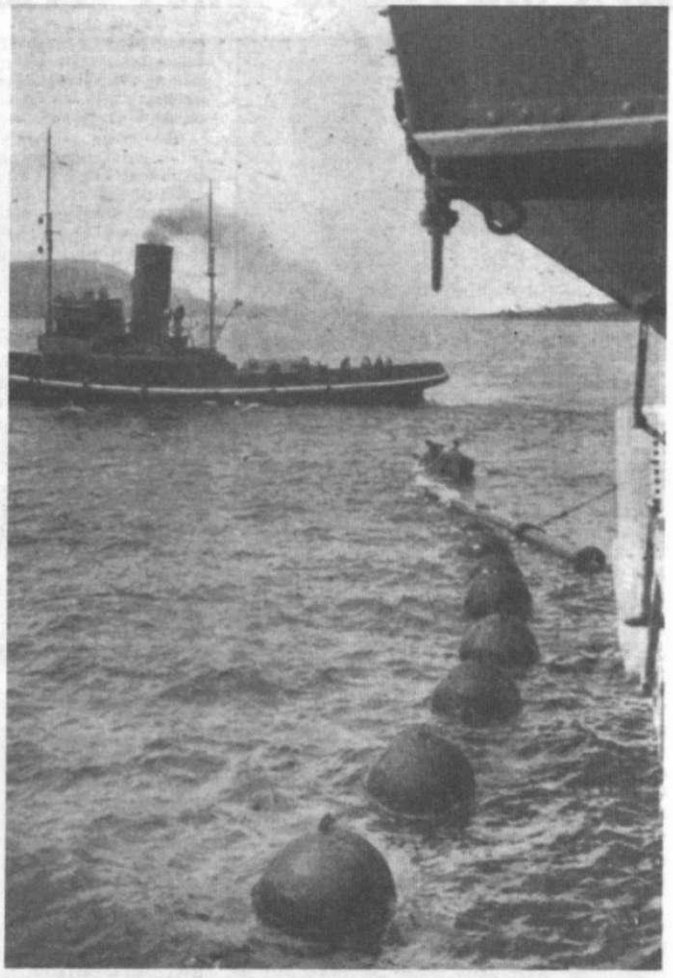
In the final design the framework was lighter and the unit mounted on two pneumatic tires. As the weight was under half a ton it was suitable for towing or moving by hand. It had a handwheel for adjusting the elevation and two pitprop pullers for extending its eight elastic bands of 3¾ in. diameter, exerting a maximum tension of two tons.

Because the invasion never happened the catapult was never made on a production basis, but its development was of undoubted value as the potentialities of such weapons were then almost unknown and could not be determined without actual trials.

SCAPA FLOW secrets were disclosed in July 1945 with the release of photographs of the famous Naval base's wartime defence system against U-boats. The boom-defence tug Abbeville (right) towed an anti-torpedo "buffer" into position round the 23,000-ton aircraft carrier Victorious as she rode at anchor. Ratings repaired a damaged multiple-strand steel net-boom (below) effectively used against Nazi submarines.

The defences at Scapa Flow — impregnable during the First Great War—were rendered U-boat proof after the sinking of the battleship Royal Oak on October 14, 1939. (See pages 244 and 344, Vol. I).

Photos, British Official



DIVERS PREPARED WAY FOR THE D-DAY INVASION

ONE of the best-kept secrets of the war, the story of 200 men who prepared the way for the Allied invasion of the European continent was disclosed in August 1945 in a Reuter message. Six weeks before D-Day a surgeon-commander, one of Britain's leading physiologists, was sent for by the Admiralty. They told him that as well as laying mines along the French coast the Germans had constructed elaborate submarine obstacles.

"You have six weeks before D-Day," he was told. "Before then you must find out what the human body can stand in the way of submarine blast, devise a blast-proof diving suit, and train men. Mines must be cleared and obstacles blown up."

SMUGGLERS' COVES AS D-DAY BASES

OLD harbours and smugglers' coves on the south coast of England were among the United States Navy's great string of "invasion bases," the existence of which was one of the most closely guarded secrets of the War. This was disclosed in the announcement at the end of May 1945 that redeployment of U.S. Navy amphibious forces to the Pacific was in full swing and that eleven of the fifteen chief amphibious bases had been closed, or were being decommissioned. Ancient harbours and smugglers' coves in use since 1943 have been closed. From these ports 2,439 United States ships and landing craft sailed for the rendezvous off Portland Bill on the night of June 5, 1944, to join British forces for the greatest amphibious operation of all time.

The Commander began immediate experiments with volunteer "guinea-pigs," himself among them, and discovered the very important fact that an air bubble offered resistance to blast. Working day and night he devised a diving suit of sponge rubber and kapok capable of withstanding several hundred pounds pressure per square inch.

Meanwhile, concentrated training was going on of the 200 men specially selected from hundreds of volunteers for this most dangerous job. The strictest secrecy was of necessity observed.

It was necessary to carry out the vital demolition work as near to D-Day as possible. A few nights before D-Day a little fleet crept across the Channel in the darkness, stopping a few hundred yards from the Normandy coast. No sign came from the coast that the fleet had been observed, and 200 divers in their special suits, carrying apparatus for laying demolition charges slipped quietly into the sea.

Demolition machinery is usually operated from aboard ship, but for the destruction of the submarine obstacles it was essential that the divers should be very near the scene of the explosion to avoid the danger of long wires breaking. The men aboard ship waited anxiously for hours. Eventually there was a series of muffled explosions. The divers' work was done.

They clambered aboard the ships and started for home under a volley of machine-gun and rifle fire from the Germans, who, aroused at last, began firing wildly in the direction of the noise. But they were too late; the gateway to the Continent was opened, and owing to the efficiency of the diving suits not one diver was lost.

NAVAL COMMANDOS SANK SHIPS AT SINGAPORE

LED by a Scottish army officer, sixteen sailors of the Royal Australian Navy paddled canoes into Singapore harbour and sank six enemy merchant ships with limpet bombs. This daring raid deep into Japanese-dominated waters happened in September 1943, and has now been revealed by the Sydney Sunday Sun, quoted by Reuter.

Disguised as Malays, the party sailed from Fremantle, Western Australia, in a sailing vessel similar to those used by the Malays. Once a Japanese destroyer came alongside; but seeing what they believed to be only brown-skinned men dressed in sarongs, it sheered off again, blissfully ignorant of the prize it had so lightly scorned.

Hiding their little ship in the Rhio Archipelago, between Singapore and Sumatra, the raiding party embarked in canoes and paddled into Singapore under cover of darkness and of the local fishing fleet. Unobserved they drifted alongside the ships which were their targets, dived overboard, fixed their limpet bombs, with fuses attached, five feet below the water-line, and with all possible speed returned to a place of concealment ashore.

SOON violent explosions revealed that the bombs had done their work, giving rise to frantic alarm and excitement in the harbour and affording intense satisfaction to the seventeen stout-hearted adventurers. With the fall of night, they took their departure: with their hearts in their mouths they paddled back to their hidden vessel, and sailed home to a Western Australian port after a voyage of 5,000 miles.

The officer who led the daring raid was formerly on the staff of Lieut.-General Gordon Bennett, who commanded the Australian forces in Malaya and escaped after the fall of Singapore in 1942.

In Cold Blood They Triumphed Over Nazi Mines

Lt.-Cmdr. B. H. W. FENWICK, G.M. and bar, R.N.V.R.

UNPUBLISHED until recently, two astonishing feats of the great blitz days in London are exemplified by the naval officer who saved from disaster a bridge near Charing Cross, and another who sawed a live mine in two and saved a factory. Farther afield, an Army officer effected an almost miraculous rescue from an unmapped German minefield. The stories in brief are told here.

AN unexploded parachute mine dropped on Hungerford railway bridge, Charing Cross, whilst trains and many sleepers were on fire, and the Charing Cross Hotel was burning in the background. Underground trains had to be stopped, and buildings, including the War Office, were evacuated. Lieut.-Commander (then Lieutenant) Gidden, O.B.E., G.M., R.N.V.R., found the mine shortly after dawn, lying across the live electric wire at the foot of the main signal gantry, with the bomb fuse and primer release mechanism facing downwards.

The current from the rail had melted some of the metal around the bomb fuse and primer release mechanism, to such an extent that if the fuse was to be removed at all it could only be done by drilling. But before any attempt could be made to arrest the operation of the fuse by the insertion of a "gag," a lump of molten metal had to be prised from the surface of the fuse itself.

First, the mine had to be turned to get at the fuse, and the turning was likely to detonate it, but Lieut.-Commander Gidden stood only 50 yards away while the necessary pull was being exerted from a distance. He had to stop firemen from playing water on the sleepers and trains while he got to work. But the burning wood kept giving off loud cracks, making it difficult to listen for the clockwork in the fuse.

AT last the surface of the fuse was cleared and a "gag" inserted, but melting had damaged the part in question and the gag would not fit securely. He then attempted, with hammer and chisel, to remove the remains of the ring which held the fuse in place. At the first blow the clockwork started to run. He had kept his head close to the fuse, and now made off as best he could; but as it was necessary to jump from sleeper to sleeper with a 10-ft. drop below there was little chance of escape. By sheer good luck the "gag" held. He returned with a drill and succeeded in removing the ring, but even then he found it necessary to prise the fuse out with a chisel. This exhibition of cold-blooded courage continued for six hours, until Lt.-Cdr. Gidden had rendered the mine harmless. For this he was awarded the George Cross.

SAWING A LAND MINE IN TWO

When an unexploded mine fell on a Hackney furniture factory, Lieut-Commander B. H. W. Fenwick, R.N.V.R., twice winner of the George Medal, found that it had been badly damaged when it crashed through the concrete flooring and that it was impossible to reach the fuse without lifting and turning the mine over. This was done by means of special rigging equipment; it was then discovered that the interior mechanism of the mine had been forced forward in the casing, carrying the fuse with it. The top of the fuse had been shorn off, exposing the clockwork. To immobilize this he squeezed putty into the fuse through the narrow aperture. Then, with the help of two volunteers, A.B. Charles Halls and Driver Alwyn Ishmael Evans, of the Royal Army Service Corps, he proceeded to saw through the mine. He succeeded in removing the whole of the rear portion, then the main explosive charge from around the fuse and primer, and finally the fuse itself.

ON another occasion, during a raid on Liverpool, a parachute mine was known to have fallen on a high office building in the centre of the city, and its presence had caused the main telephone exchange to be evacuated. The building consisted of a number of small offices, storerooms and staircases which had been badly damaged during a raid on the previous night. Lt.-Cdr. Fenwick and his assistant, A.B. D. Mountford, after nearly half-an-hour's searching, located the mine on the third floor, in a room full of rubble and timber which had jammed the door shut. He had to use a long ladder to enter by a window. Inside he crawled under desks and through a mass of debris to the mine, which he succeeded in rendering safe. Had the clock in the fuse started to run there could have been no possible chance of escape

Maj. P. J. BARBARY, M.B.E., G.M.

Lt.-Cmdr. E. O. GIDDEN, G.C., O.B.E., G.M., R.N.V.R

PERILOUS TRAIL IN THE DUST

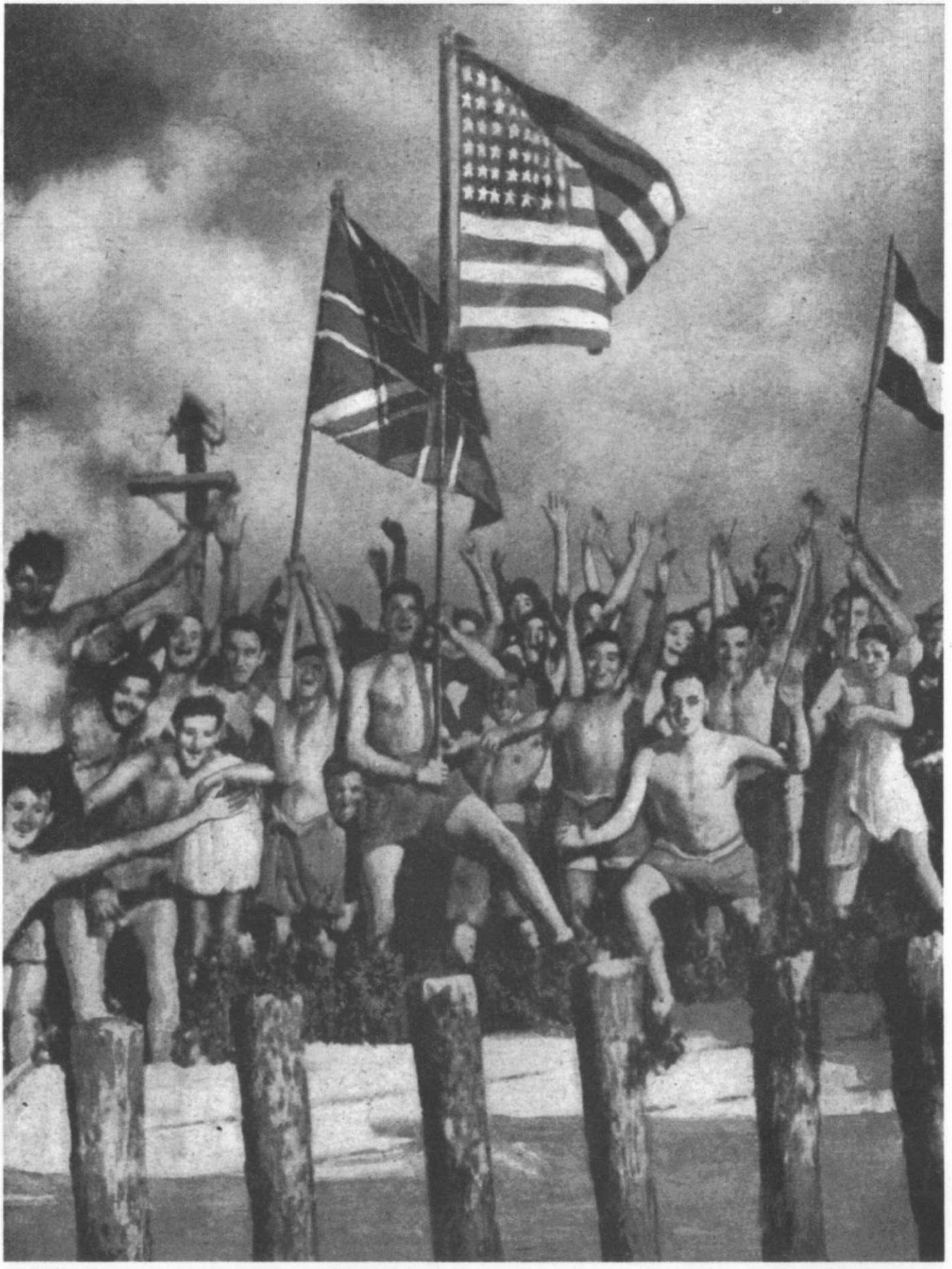
Trapped in the centre of a German minefield on April 26, 1945, lay a nun and two children, all seriously injured; a third child lay dead. To reach them, Major Peter John Barbary, M.B.E., of the Royal Artillery, had to make his way from the nearest road—across 150 yards of the mine-strewn ground. Bidding a party of stretcher-bearers remain on the road, the major, with a medical officer, succeeded in reaching the little group.

The equally perilous passage back to the road had now to be made. To mark a plain trail for the stretcher-bearers, Major Barbary dragged his feet heavily in the dust; if he reached the road alive they could safely go out by the same path and rescue the injured. This safely accomplished, it was then discovered that a young woman, a sister of the dead child, had run into the mined area and was wandering near the body. Major Barbary re-entered the minefield and brought her safely out. He was awarded the G.M.

ON THE MINE-INFESTED SCHELDT, two R.N.V.R. heroes whose land exploits are described in this page went searching for mines in a rubber dinghy; rowing, is Lt.-Cmdr. Fenwick; in the stern, Lt.-Cmdr. Gidden. (See also photographs at top of page.) The Royal Navy finally cleared the Scheldt by the end of November 1944, thus opening the all-essential port of Antwerp to Allied shipping.

Photos, G.P.U., Daily Mirror, Planet News, British Official

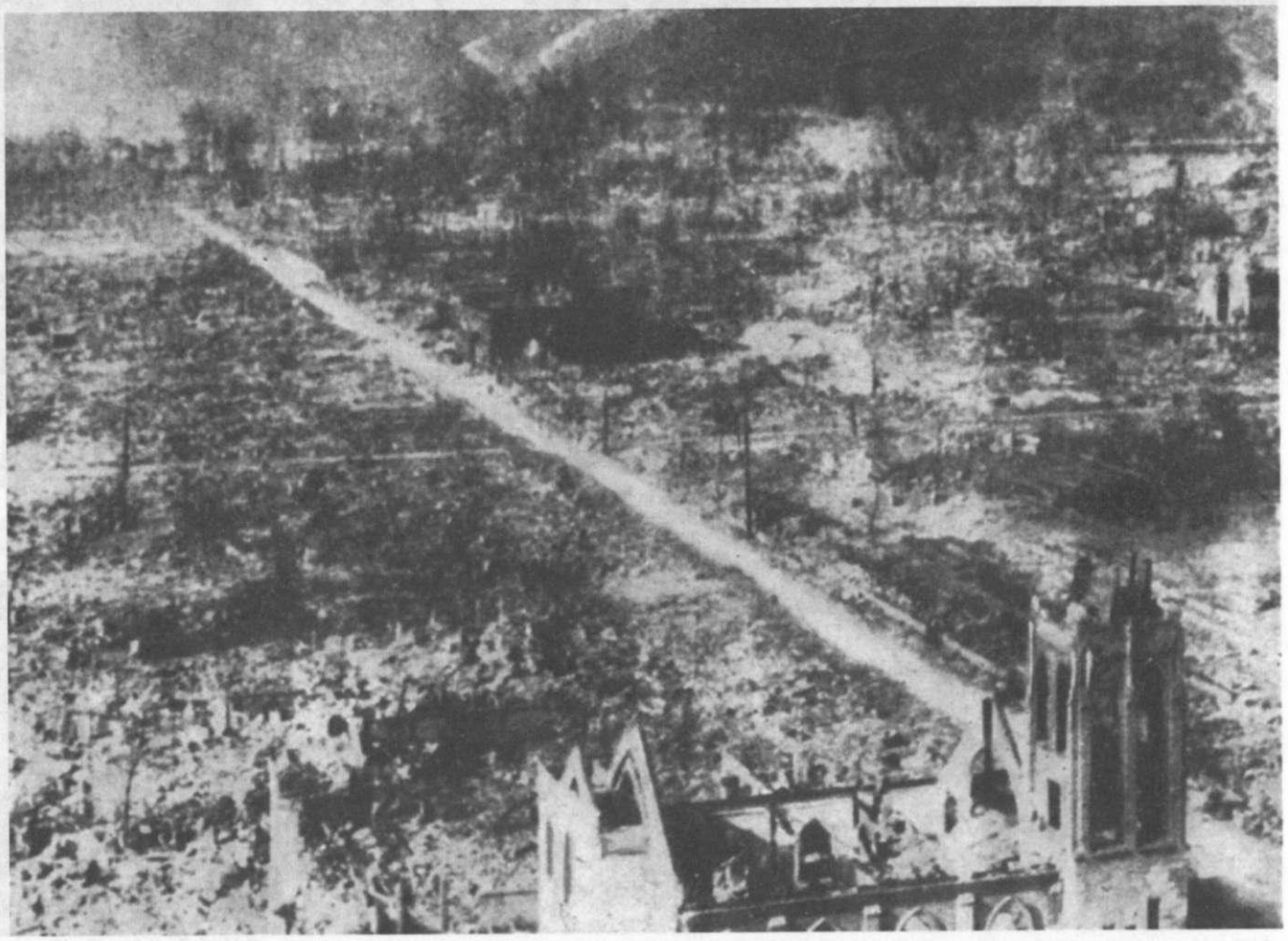
From Far-Eastern Bondage at Long Last Set Free



BRITISH AND U.S. PRISONERS FREED NEAR TOKYO, early in September 1945, cheered deliriously, waving the Union Jack and Old Glory—emblematic of the joy of Allied Servicemen and civilians to be liberated from over 150 Japanese camps in Asia and the Pacific Islands. Total number of Allied nationals in Jap hands, comprising British, Dominions, U.S., Netherlands and Indian, was on August 22 estimated by the War Office at 250,000. Of these, British Servicemen totalled 38,000, civilians 112,000.

Photo, Keystone

These Are the Husks of Hiroshima and Nagasaki



"TOO GHASTLY TO LOOK ON," declared the Japanese Premier, Prince Higashi Kuni, on September 4, 1945, describing Hiroshima (bottom) and Nagasaki (top) after their destruction by atomic bombs on August 6 and 9 respectively. Of Nagasaki's 250,000 people there were few survivors. All that remained in the blast area of Hiroshima were the gaunt shell of the Roman Catholic church (in foreground) and an unidentified building in the centre of the photograph. See story in facing page.

Photos, Sport & General, Associated Press

I Was There! Eye Witness Stories of the War

I Visited the First City to be Atomic Bombed

Only the vultures live now in Hiroshima, writes B.U.P. correspondent James McGlincy. His is the first Allied eye-witness story from the actual ruins of "the most destroyed town in the whole of the second great world war." See also facing page and story in page 280.

THE sight that met our eyes as we entered Hiroshima was as if all the bombed towns in the world had had their devastated areas lifted out and all placed together here. There were a few Japanese picking through the ruins, and in their eyes was all the hate it was possible for a human being to muster.

Few people in Britain, even those in badly devastated areas, and no one in the United States, could have a clear idea of the vast destruction caused by one bomb unless they could see Hiroshima. The Japanese reports on the damage caused were not exaggerated. The suburbs are not too bad. They have blasted and burned-out buildings like lots of other bombed towns, but the centre of the city is a vastly different matter.

Gripped by Remembrance and Fear

I stood in what was the exact centre of Hiroshima before August 6, and looked around slowly in a circle. There was absolutely nothing for two miles in any direction. When I suddenly realized that all this complete destruction—complete is the word which best describes it—as well as the damage done to buildings miles away, had been caused by one bomb, I suddenly became very frightened.

I RODE through the city and back several times to make sure. Then I remembered that patch of ruin behind St. Paul's and behind Fleet Street in London, and offered a quick prayer of thanks that the Germans never found out how to work the atom. In this short time I had no way of checking the statements made to me by Japanese doctors still treating the wounded in Hiroshima. But this was their story :

On September 1 (the bomb was dropped on August 6) the number of dead had risen to 53,000, with another 30,000 people missing entirely. The doctors could not estimate the number of wounded. They told me that they were afraid everyone who was wounded in Hiroshima, no matter how slight the wound and even if it was only a cut, was doomed. They thought that the final total death roll would be at least 150,000.

They told me that those who were injured by the effects of the bomb found their hair falling out, their gums bleeding, their kidneys refusing to function, and, on examination of their blood, it was found they had only one-seventh of the normal number of white corpuscles. The injured grew weaker and weaker until they finally died. There were curious things—there were bridges over the river between the bombed areas that were still standing.

I saw some reinforced concrete buildings still upright. But on close inspection they proved to be of no more use than a child's set of building blocks. They were burned out, crumbling, and the steel girders in them twisted in a curious way. I believe that, from a technical point of view, they were beyond repair.

I had for a guide a young Japanese naval lieutenant who was born in California. His father still lives in California, but his mother brought him to Japan 11 years ago after he had spent 12 years of his life in the United States. I asked him : "Do the people here hate us, or do they regard all this as the fortune of war ?" He replied simply and frankly : "They hate you."

General MacARTHUR wore anti-glare glasses on arrival in Tokyo with Gen. George C. Kenney (centre) and Gen. Carl Spaatz of the U.S.A.A.F. (left). *Photo, Associated Press*

How Defeat Came Home to the People of Japan

With the landing of the first waves of British and American Marines on the shores of Tokyo Bay, August 30, 1945, defeat was made absolute for Japan. News Chronicle correspondent Michael Moynihan sent this "diary of a war's end" from Yokosuka Naval Base. See also page 334.

THE diary starts aboard an assault craft half a mile from the shore. The time is 9 a.m., with the low, tree-clad hills round the bay hazy with heat. The massive pyramid of Fujiyama towers in mist. For the past hour we have been circling with other landing craft, waiting to go in. Thirty-six fully armed Marines are crowded in the body of the boat. The only shooting is being done by camera-men in a craft which has just flashed past towards the shore. Behind us the sea is congested with shipping—warships, transports, and more assault craft.

At the entrance to Yokosuka harbour lies the fire-scorched hulk of the Jap battleship Nagato, pounded by American carrier planes during the fleet's last operation off Japan. Her guns are still intact, but the hull is a mass of twisted metal. A formation of Fortresses carrying Gen. MacArthur's airborne troops passes high overhead, a silver spearpoint aimed at Tokyo.

Carrier planes are weaving back and forth over the beaches. Now we have the signal

OCCUPATION OF THE JAPANESE MAINLAND began in earnest on September 4, 1945, when men of the 188th U.S. Parachute Infantry piled into lorries soon after arriving by transport plane at Atsugi airport, near Tokyo, en route for Yokohama. It was announced next day that by the end of the month 500,000 U.S. troops would be on Japanese soil ; and enemy troops numbering 7,000,000 would be disarmed, demobilized and returned to their homes by mid-October. Gen. MacArthur abolished Jap Imperial Hqrs. on Sept 13. *Photo. Associated Press*

to go in. The wake of the assault craft ahead of us leaps into a foam of spray.

Early this morning the first assault craft ground against the shores of Tokyo Bay. Hundreds of fully armed Marines poured across the beaches. Within three hours some 10,000 Allied troops were in full occupation of Yokosuka and the shores on the eastern side of the Straits. In defeat the Japanese have shown the reverse side of their incalculable nature. The nation whose name has become a byword for bestiality today humbled itself at the feet of its conquerors. During the negotiations of the past few days, when the processes of occupation were worked out to the last detail, Japanese co-operation has come near to farce.

On our transport ship last night instructions to the Marines dealt hardly at all with the possibilities of treachery. The danger was rather of unbending before the spectacle of a fantastic servility. There was the possibility that our troops might be met on the beaches by Japanese camera men recording the final eclipse of their homeland for the edification of the civilian populace. It was essential that the landings be kept strictly within the bounds of a military operation : for the Japanese seemed intent on furnishing it with the characteristics of comic opera.

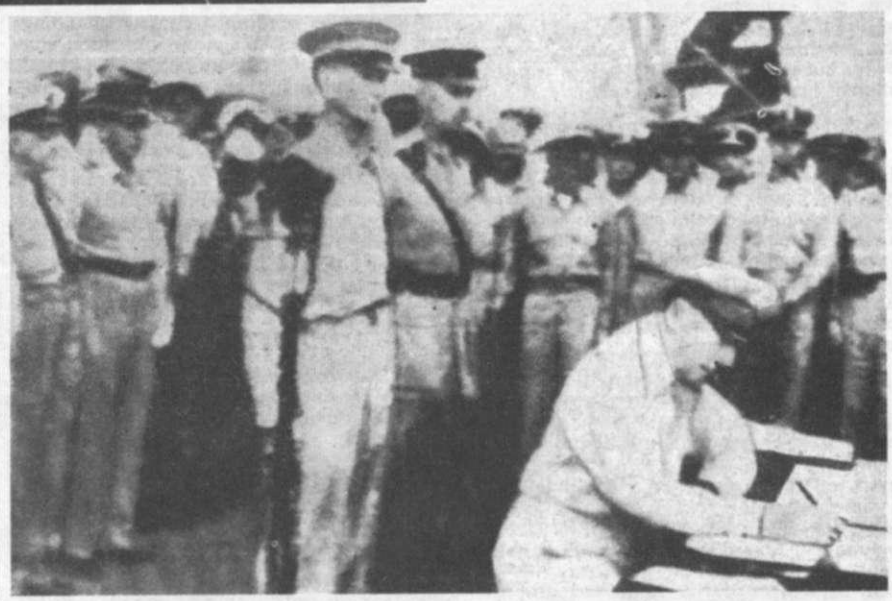
Bataan and Corregidor Memories

Four hundred and fifty Royal Marines and Royal Navy personnel participated in the initial landings. They occupied four small islands at the entrance to Tokyo Bay between Yokosuka and Futtsu. The occupation of the naval base itself fell to the Fourth Regiment of the American Sixth Division. This was the regiment that fought and died almost to a man in the hell of Bataan and Corregidor. To the successors of the heroic dead fell the honour of leading the forces of occupation on to the mainland. In command of the landings was Brig.-Gen. William Clement who left Corregidor the day it fell.

Today he accepted the formal surrender of the Japanese admiral in command of the base. Japanese sentries at the entrances to sheds and warehouses were unarmed, their function being to allow no admittance to would-be saboteurs. Black-uniformed civilian police and khaki-clad gendarmes carried revolvers and swords to keep too curious civilians in check.

From the battered bridge of the Nagato, Tokyo Bay seems to be full of Allied shipping. The Nagato was boarded at eight this morning by a prize crew from the American battleship South Dakota. The Japs had done a thorough job of stripping the shattered battle-wagon. There is little left but junk and a pile of mattresses, which might or might not have been for the purposes of hara-kiri. It is now 1 p.m. South of the naval air station we make our second landing at the naval base proper.

Signs of occupation are now numerous : the first bulldozers are at work. It was here that the Japanese Press were waiting to meet the Marines as they scrambled ashore. One Tokyo correspondent, in his eagerness to get in the first news of the occupation, had brought a basket of carrier pigeons. In the naval base H.Q., where I write, there is some confusion in a corner where two Jap reporters are alternately interviewing and being interviewed by American correspondents. They tell us that reports of mass suicides before the Imperial Palace have been greatly exaggerated: only a dozen or so chose hara-kiri.



ON BOARD THE U.S.S. MISSOURI IN TOKYO BAY on September 2, 1945, Admiral Sir Bruce Fraser (top) signed the surrender document on behalf of Britain, as Mamoru Shigemitsu, Japanese Foreign Minister (left foreground), looked on. Behind Gen. MacArthur (bottom) stood Lt.- Gen. J. Wainwright, U.S. defender of Corregidor, and (on Wainwright's left) Lt.-Gen. A. E. Percival, former British commander of Singapore. *Photos, Keystone, Associated Press*

I Saw 11 Japs Hand Over Their Dead Empire

Aboard the U.S.S. Missouri, Admiral Halsey's flagship, on September 2, 1945, representatives of the Emperor of Japan, the Jap Government and People, formally signed the document of surrender to the Allies. Graham Stanford, Daily Mail correspondent, here describes the ceremony.

With a broad smile, Admiral Sir Bruce Fraser, C.-in-C. British Pacific Fleet, came aboard with other officers who have been fighting side by side with the Third Fleet. They all wore white shorts and short-sleeved tunics, in contrast with the dark Army uniform of the Russians.

In half an hour more than 100 high-ranking officers of the United States, United Kingdom, Russia, China, Australia, Canada, France, New Zealand, and the Netherlands were packed like sardines on a small veranda balcony. On the deck below the ship's band played martial music. Then—on the stroke of 8.30—the deck was cleared, leaving a bare stretch for the surrender table and a microphone. More than 100 officers and 350 war correspondents were gathered around this small " island of deck," and it was here that the 11 men from Japan would stand.

Only the whir of scores of cinema cameras broke the silence when General MacArthur came aboard and walked to Admiral Halsey's cabin. He was pale and unsmiling. A buzz of conversation died down as groups of officers stood erect. You were conscious that it was one of the world's most historic events. When he was ready General MacArthur sent a signal to a destroyer that the Japanese delegates should come alongside.

They did so, and in a strange, almost eerie silence climbed towards this little " island " on the deck of the battleship where there would be witnessed for all the world their humiliation and the funeral of all their military ambitions. His infirmity made it difficult for Mr. Shigemitsu, the Japanese Foreign Minister, to climb the ladder. He fumbled with a stick and finally reached the deck with the help of other delegates, and in his top hat and tails and yellow gloves, this old man came limping across towards the surrender table. He was halted, and he and General Umezo and nine delegates formed up and waited. Then, after five minutes, General MacArthur took up his place.

There was no expression of gloating in his eyes or in those of the Allied officers who were watching. Only his hands were trembling as he spoke. He turned from the microphone and faced the Japanese and

slowly, deliberately he said : " I now invite the representatives of the Emperor of Japan and Japanese Government and Imperial General Headquarters to sign the Instrument of Surrender at the places indicated."

Across a few yards of deck the Japanese Foreign Minister limped, and, fumbling nervously, took off his top hat, put it down on the green baize, and felt for his pen. He appeared not to understand just where to sign, and was helped by a bowing younger delegate. Then General Umezo, who had been shifting nervously from foot to foot, stepped up to the table, signed, and withdrew.

A buzz ran through our ranks, and was immediately drowned as General MacArthur gripped the microphone and announced that he would sign on behalf of all the United Nations at war with Japan. He turned round, and half a smile came over his face as he said : " General Wainwright and General Percival, both of whom have just come out of prison camps, will come with me." The 11 Japanese remained standing, and it seemed that their nerves were fraying. One of them scowled darkly, and one diplomat twisted the rim of his top hat until I thought it would come apart.

Rushed Back to Their Ruined City

General MacArthur shook hands with General Wainwright and General Percival, and the tension which had gripped us all was eased. Now delegates representing all the Allied Powers stepped forward to put their names to the surrender document in this order : United States, China, United Kingdom, Russia, Australia, Canada, France, the Netherlands and New Zealand.

Admiral Fraser signed for Britain, and watching over his shoulder as boldly and quickly he wrote, stood Generals Wainwright and Percival, one American and one British, who had both fought the Japanese heroically at the beginning of the war, and had known the hardships of prison life. General MacArthur signed with two pens, and gave one each to Wainwright and Percival.

Foreign Minister Shigemitsu leaned heavily on his stick. When New Zealand had signed and the document was complete, General MacArthur stepped up to the microphone. His voice was quiet and solemn : " Let us pray," he said, " that peace be now restored to the world, and that God will preserve it always. These proceedings are closed." With General Wainwright and General Percival, he walked towards Admiral Halsey's cabin. He did not even cast a glance at the Japs.

The ceremony had taken 18 minutes. It was then that a great armada of planes roared over the ship. I watched the 11 men. They looked up at the sky, whispered among themselves, and then they were gone, the destroyer rushing them back to their ruined city. The war was over, and now all the world was at peace. But there was no cheering or laughing, and little talking, for every man felt the gravity of this occasion.

I Dropped-in on Goering and his Fellow Criminals

Eleven of the first 24 on the Allies' war criminals list were removed in August 1945 from Mondorf les Bains, Luxembourg, to Nuremberg, to await their trial before the Inter-Allied tribunal. Erika Mann, Evening Standard reporter, sent from Mondorf on August 13 this account of her meeting with some of the notorious eleven in their place of captivity.

My visit to the Big House was strange, for my family have been high on the traitors to the Third Reich list since 1933. The men looked at me in silence. I was told that I was the first woman to tour the Mondorf redoubt. Goering studied me curiously. He had converted our modest summer house at Niddeen on the Baltic Sea into a stately hunting lodge. I found the ex-Reich Marshal in bed. For some time now he has been having breakfast in bed.

Major Miller, the American physician, says Goering, creator of the blitz (German for lightning) recently had a heart attack after a mild thunderstorm. It was not serious. In fact, medical officers agree that he is in better physical shape than he has been for years. He was a morphine addict at 23, then, after being wounded in the Munich beer-hall putsch, he switched to paracodeine, relatively mild and taken by mouth, so it would not threaten his political future.

Suicide Attempts Frustrated

However, when captured he had a reserve stock of between 4,000 and 5,000 paracodeine pills, and said that his daily ration was 200, roughly equivalent to 33 grains of morphine a day. Dr. Miller, taking the air marshal's Luftwaffe figures into consideration, started him off on 40 a day. On August 8 he was down to six, August 9 to four, today none. Goering faces his trial a sober and healthy man, at least physically.

In the barber's shop were Rosenberg, Streicher, and Ley. Herr Frank, former Munich lawyer, credited with the murder of millions of Poles and Jews, and Von Ribbentrop are room-mates. This is a recent arrangement. Frank arrived at Mondorf a dying man, with four major wounds, all self-inflicted when about to be arrested. He had cut his throat, opened the veins in his left arm, sliced his left wrist and rammed a knife into his stomach. But Herr Frank still lives.

Herr Frank seems grateful—allergic to suicide. One of the hardest jobs at Mondorf is to keep some of the prisoners from attempting to commit suicide. Their window panes are Plexi glass. They have no belts, braces or neck-ties. Spoons are the only eating utensils, and eyeglasses must be deposited in the living-room where there is constant supervision. For the good influence Frank might have on Ribbentrop he was allowed to move in with him. When I visited yesterday the Butcher of Poland was reading the Bible to the ex-champagne salesman.

Down the hall was Von Kroesig Schwerin, Dönitz's Foreign Minister, who recently enchanted other inmates with a lecture on Shakespeare. The first 11 top Nazis to appear before the inter-Allied tribunal will find life even less comfortable in Nuremberg than it was up to now. The Palace Hotel at Mondorf les Bains was still a far cry from the city gaol at Nuremberg. The prisoners will now live in cells. There will be no reading room, no garden, and no terrace on which to take sun baths.

The prisoners will be guarded and commanded by the same men who ran the show in Luxembourg. Both Colonel Burton C. Andrus and Lieut.-Colonel Richard Owen, commander of the 391st American crack battalion which furnished the staff and guards, are masters of the language of stern indisputable authority.

" At first," I was told by Colonel Andrus, " these birds suffered from all kinds of hallucinations. One claimed to be a regent of something or other. Prisoner Horthy felt entitled to wear a necktie. I told him that he was nothing of the kind and that he had to obey as everyone else." By now they are all thoroughly obedient.

Our Diary of World Events

AUGUST 29, Wednesday

Germany.—First list of 24 major war criminals drawn up.

U.S.A.—Official reports into Pearl Harbour disaster made public.

AUGUST 30, Thursday

Japan.—Gen. MacArthur landed at Atsugi airfield.

China.—British naval force entered port of Hong Kong.

AUGUST 31, Friday

Japan.—U.S. troops completed occupation of Yokohama.

Germany.—Field-Marshals von Brauchitsch and Manstein arrested.

SEPTEMBER 1, Saturday

Italy.—Polish cemetery at Monte Cassino dedicated in ceremony attended by Field-Marshal Alexander.

SEPTEMBER 2, Sunday

Japan.—Allied Instrument of Unconditional Surrender signed on U.S. battleship Missouri in Tokyo Bay.

Russia.—Stalin, broadcasting on Japanese surrender, stated that Southern Sakhalin and the Kurile Islands would pass to Russia.

Far East.—Minesweeping of Malacca Strait begun by British naval units.

Netherlands.—First gap in Walcheren Island dyke sealed up.

Home Front.—Press censorship ended in Great Britain.

SEPTEMBER 3, Monday

China.—British landed at Hong Kong.

Malaya.—Royal Marines took over Penang.

Austria.—British military authorities lifted last restrictions on fraternization.

Belgium.—First anniversary of liberation of Brussels celebrated by Allied victory march.

SEPTEMBER 4, Tuesday

Pacific.—Wake Island surrendered by Japanese commander.

Spain.—Gen. Franco informed of decision of Allied conference on the re-establishment of international zone of Tangier.

SEPTEMBER 5, Wednesday

Malaya.—British and Indian troops landed at Singapore.

Germany.—Hugo Stinnes and 43 other Ruhr industrialists arrested by British authorities.

SEPTEMBER 6, Thursday

Pacific.—Surrender of Japanese in South-West Pacific area signed on H.M.S. Glory, off Rabaul.

Home Front.—Archbishop Damaskinos, Greek Regent, arrived in England.

General.—Gen. Eisenhower announced end of press censorship in Europe.

SEPTEMBER 7, Friday

Germany.—British, U.S., Russian and French troops in victory parade in Berlin.

Australia.—House of Representatives ratified United Nations Charter.

SEPTEMBER 8, Saturday

Japan.—Troops of 1st U.S. Cavalry Division entered Tokyo ; American flag raised in presence of Gen. MacArthur.

Solomon Islands.—Surrender of all Japanese on Bougainville and adjacent islands signed at Australian H.Q.

SEPTEMBER 9, Sunday

China.—Formal surrender of 1,000,000 Japanese signed in Nanking.

Korea.—Japs in Southern Korea surrendered to U.S. representatives.

SEPTEMBER 10, Monday

Japan.—Gen. MacArthur ordered dissolution of Japanese Imperial H.Q. and established press and radio censorship in Japan.

Malaya.—S.E.A.C. troops landed at Port Swettenham and Port Dickson.

Borneo.—Jap forces in North Borneo surrendered at Labuan.

SEPTEMBER 11, Tuesday

Japan.—Gen. Tojo, former Premier, made suicide attempt.

Indo-China.—Chinese entered Hanoi.

General.—Five-Power conference of Foreign Ministers opened in London.

Home Front.—Sir Arthur Tedder promoted Marshal of the Royal Air Force.

Flash-backs

1939

September 1. *War began with German invasion of Poland.*

September 3. *Britain and France declared war on Germany.*

1940

September 3. *British bases on Atlantic seaboard leased to U.S. in exchange for destroyers.*

September 7. *Opening of heavy air attacks on London.*

1943

September 3. *8th Army troops landed at Reggio, in toe of Italy.*

September 8. *Gen. Eisenhower announced surrender of Italy.*

September 9. *Allied force landed at Salerno, near Naples.*

1944

August 31. *British reached Amiens and crossed Somme.*

September 1. *Canadians in Dieppe.*

September 2. *5th Army took Pisa.*

September 3. *British entered Brussels and Tournai.*

September 8. *First V2 rocket fell in London, at Chiswick.*

September 11. *U.S. 1st Army crossed the German frontier.*

With Our Airmen Today

By CAPTAIN
NORMAN MACMILLAN
M.C., A.F.C.

AIR CHIEF MARSHAL Sir Arthur Harris will relinquish command of Bomber Command in September 1945 and shortly afterwards retire from the R.A.F., the first of the great air commanders to leave the service at the end of the Second Great War. His name will be forever linked with the strategic bombing of Germany. His command was the hardest worked command in the R.A.F., and certainly the most perilous for operational crews. (Bomber Command won 16 of the 26 Air V.C.s of the Second Great War.) At one time its loss rate was so severe that the odds were against survival during one operational tour of about 25 to 30 raids.

All together, during the whole war, Bomber Command lost 9,163 aircraft, including those so badly damaged in combat that they had to be written off after landing in Allied territory. All but 1,534 were lost during the period from 1942 onwards, and it was just after the beginning of 1942 that Harris took command. But that is not the true picture. Before Harris took over, Bomber Command had dropped only some 50,000 tons of bombs and lost one aircraft for every 30 tons dropped. After he took over, the Command dropped about 940,000 tons, losing one aircraft for each 124 tons dropped.

FAMOUS R.A.F. SQUADRON No. 607 (COUNTY OF DURHAM) was disbanded in August 1945, when it carried out the last sortie over South-East Asia. Before the disbandment, Air Vice-Marshal C. A. Bouchier, commanding an R.A.F. group in Burma (left), visited fighter pilots who had fought in the Battle of Britain and been in the Far East since 1942. *Photo, British Official*

WHAT Dimmed the Glamour of the British Commanders in the Field?

It seems to me that there is a strange difference between the war leaders of the First Great War and those of the Second Great War. In the first conflict there were solitary outstanding names—Kitchener, Haig, Jellicoe, Beattie, Trenchard, with whose personality, rightly or wrongly, the public associated the winning of the war. In the Second Great War no admiral, general or air marshal appears to have attained to quite the same elevation in the public mind. (Perhaps the two who have come nearest to it are Field-Marshal Montgomery and Lord Louis Mountbatten.)

There must be a reason for this difference, for I do not believe that there were not just as colourful personalities in positions of command during the second war. There was, of course, the overriding personality of Mr. Winston Churchill, British "generalissimo" in the Second Great War, whose strategical direction of events was made manifest by modern communications enabling him to go far and wide about the world in a way that was impossible to Lloyd George, his counterpart in the first war.

BUT I do not believe it was simply the personality of Winston Churchill that dimmed the glamour of the British commanders in the field. The two real factors were, first, the sub-division of areas into semi-equal responsibilities. For example, Alexander counterbalanced Montgomery. In the west, Eisenhower overshadowed all the Allied commanders. In the Far East the movie-actor-like personality of MacArthur and the film-like efficiency of his great strides across the Pacific dwarfed everyone but Admirals Nimitz and Mountbatten. Yet in American eyes it must be as difficult as in British eyes to find one single hero.

ALTHOUGH in Russia Zhukov was the outstanding general, there were many others whose names rose to form a team. And above every national team there was the triumvirate of Roosevelt (Truman), Churchill (Attlee) and Stalin, photographed at frequent intervals in Teheran, Yalta, Potsdam, with two-personality meetings in Moscow, Casablanca, the Atlantic in warships, Ottawa, Washington. Their pictures stole the show from admirals, generals, and air marshals who stood behind them. From this emerges the thought that in total war the political strategic direction of nations transcends the military direction of navies, armies, and air forces, and that the First Great War was not quite total war while the Second Great War was.

The third factor making for the non-emergence of a great British national military figure, with the stature of Haig in the Army and Trenchard in the Air Force, is the different method of publicity used in the Second Great War. In previous conflicts the war was reported by civilian war correspondents, among whom, in the South African War, was Mr. Churchill himself. In the Second Great War a huge official publicity organization was built up. Indeed, the R.A.F. invented the idea of Public Relation Officers in uniform.

Other Ministries followed suit. As a result, in the Second Great War there were two founts of information: the official publicity department, and the professional civilian war correspondent, both, of course, subject to security and censorship restrictions. With the first organization inheriting the Services' hostility to personal publicity it was hardly possible to "build up" stories of commanders which would create in the public mind the atmosphere that surrounded the commanders of the First Great War, who were publicized by outside correspondents free to form their own judgements. No doubt the Services as organizations have been publicized as never before, with technical accuracy, but the system has not made for the endearment of commanders with the public.

HARRIS Made the 1,000-Bomber Raid Become a Real Possibility

"Bert" Harris—to give him the nickname by which his brother officer friends call him—has been built up as the ruthlessly efficient commander of a force of destruction, intent upon his object irrespective of the cost. One correspondent, commenting upon his approaching retirement, said he was known as "Butch" in the R.A.F.—short for butcher. This is not the picture of the Harris that I know. I first met him when we served in the same squadron in France in 1917, after he came out from England to command the flight I was in until he took over temporary command of the squadron.

I remember Harris saying, "You lead the formation, Mac. You have more recent experience over the line." And he was content as flight commander to follow the lead of one of his junior pilots. I have his countersignature in my pilot's logbook for the summer of 1917. One of my entries reads: "August 27, 1917, 11.40 a.m., 13,000 feet, Distant Offensive Patrol. Met some Albatross over Moorslede. Harris put one on the floor." We were flying Camels then. Harris was always cool whatever happened, his ready smile flashing across his healthy face.

IN this war Harris fought for his Command and the boys who flew the bombers. He had to fight those who opposed the bombing strategy, and they were many. Under his command the 1,000-bomber raid became a possibility, instead of a dream, and Churchill, convinced of the power of the bomber, backed it, and the 4-engined bomber got man-power priority. Through his persistence new devices were developed to improve bombing accuracy, and new tactics were developed to reduce losses. When Stalin saw his Blue Book, he said, "Well, if that isn't a second front, it's the next thing to it." And Moscow propaganda about the need for an immediate second front dried up, while Mulberry Harbour was building for D-Day.

In his heart Harris mourned the loss of the gallant fellows whose lives were lost flying his bombers because Hitler and some other fools had plunged the world into war. But he knew he had to keep his thoughts to himself and guard his speech, for on his manner depended the morale of the whole Command. Some day little pig-tailed Jacqueline Harris will grow up and realize that her daddy was a great war leader. Perhaps the British public will grow up, too, and understand that Harris's policy saved countless lives in the Army and the Navy and among British civilians and that no one man contributed more to the reduction of Allied casualties in the Second Great War.

Winding-up the Defunct Luftwaffe's Affairs

COMPLETE DISARMING OF THE LUFTWAFFE is the task of thirteen Air Disarmament Wings of the British Air Forces of Occupation (formerly 2nd Tactical Air Force), which comprises some 90,000 R.A.F. pilots and crews. Once the scene of feverish activity, the airfield at Flensburg (1) is now populated with cattle grazing among surrendered JU 88s. Members of a detonation squad (2) fuse-up German bombs for destruction. At Grove, Denmark, enemy arms (3) were neatly "paraded." Up goes a dump of German bombs (4).

Photos, British Official

Editor's Postscript

THE Temple these early autumn days is filled with the encouraging, if distinctly unpleasing, sound of pneumatic drills —workmen removing temporary brickwork — such a noise as can rarely have been heard in this City oasis since the last years of the 17th century, except on those dreadful nights when the bombs came down. So far no major plan for rebuilding the Temple has been made public, though there have been many official and not-so-official deliberations on this subject which is the concern of every Londoner as well as of every visitor to London. Of the lovely 17th-century house of the Master there is not a brick left standing, or of Crown Office Row where Charles Lamb was born. Only half of Pump Court remains. The famous Temple Church—one of the very few "round" churches in England, and stiff with Crusaders' monuments—has suffered more than was at first apparent. The same may be said of the almost equally famous Middle Temple Hall where Twelfth Night had (as we say nowadays) its *première*. For the 19th-century Library, of which little remains, not many tears will be shed. In the task of rebuilding, restoration (call it what you will), the Benchers will have a supreme chance of giving a lead to the rest of the country. Whatever line they take—restoration or the creation of a new Temple—will be watched all over the country with the greatest of interest. Will "precedent"—as usual in Law—win the day? One holds one's breath and waits.

OUR old friend the Atom must by now be feeling rather like an elderly *prima donna* making a come-back. I say "come-back" though in all the recent accounts of the atom, rising out of the atomic bomb, I have seen no mention of the scientist who originally put forward the Atomic Theory. Credit is usually given to John Dalton, the English physicist, who flourished in the early years of last century. Yet the man who can justifiably claim to being the Father of the Atom was the Greek scientist Democritus, who was very much alive in the 5th century B.C. This point, I was interested to note, has been brought out by Professor Benjamin Farrington in his newly published Greek Science. What is frankly astonishing about this "wonderful anticipation of the conclusions of later experimental science" (to quote Farrington) is the fact that though inaugurated in the 5th century B.C. it was completely forgotten for well over 2,000 years. As Professor Farrington points out, "In the long series of researches that led to the enunciation by Dalton of his atomic theory in the first decade of the 19th century, the speculations of Democritus played no part." I wonder how many other instances History has to offer of a discovery of really first-rate importance being forgotten—and for so many hundreds of years?

FEW trades have worked under such difficulties in wartime as our laundries: they have received from us all—myself included—many more kicks than ha'pence. It was with considerable feelings of relief the other day, however, that I learned that the British Launderers' Research Association may soon collaborate with our textile manufacturers to work out a "code of washings," so that materials and garments can be marked according to the sort of laundry treatment that best suits them. Those who know the United States will remember that the scheme has been working there for the past eight or nine years, and from what American housewives tell me it has certainly proved a success. Under the American plan there are three types of markings—"dry clean only," "hand wash," or simply "washable," though my Scottish sense of humour suggests other, perhaps less mentionable, categories as well. The point is, and it is one with which everyone will agree, that if such a scheme were adopted over here it would put an end to many fruitless arguments between customers and laundries—besides solving the difficulty of how to treat the hundred-and-one new materials which the North Country is soon to put on the market. Hence the forthcoming link-up between the laundries and the textile manufacturers.

THREE soldiers, two on leave, the third invalided home, were talking about their experiences. One told of the miserable cold he had had to endure in Italy, icy winds sweeping down from the mountains and across barren plains. The next abused the damp climate of Holland, where water was seldom far below the surface and the air so chilly that, he declared, "it gives all the Dutch people red noses." The remaining soldier had been in Burma. His account of the tropical forests, the jungles and swamps, the malarial stagnant pools, the alternation of fierce sunshine and downpours of heavy rain, was more sensational than the conditions described by the other two, but they would not admit that it could be worse. On one thing they were all agreed: "Give them old England every time!" They had always groused about the English climate, but that was because they didn't know what other climates were like. Now that they had found out, they asked for nothing better than to stay at home in England for the rest of their lives.

THEIR whole desire was to return to the life they had led before they were caught up into the war. A lot of people seem to fancy that the men who come back will be dissatisfied with humdrum lives and will long for adventure. Those people are quite wrong. All who have opportunity to know what Servicemen are thinking say the same thing—they almost all want to pick up again the threads of life they were obliged to drop in 1939. They have had enough adventure. They long for a quiet life. That appears to be true of the great mass of men in the Forces. With the women it is different. From what I hear, they are not yearning to return to their old conditions. Most of them have had their first experience of life outside narrow limits and it has agreed with them. They don't want to go back to offices and shops and factories, doing the same thing day after day and week after week. They have tasted Adventure and they want more of it. That, at any rate, is the opinion of many observers who have the best chances of knowing what is in their minds. If there is any inclination to go to the Dominions, it will be shown by women rather than men.

Dr. T. V. SOONG, whose election as Prime Minister of China was announced from Chungking on May 31, 1945, while he was attending the San Francisco Conference. He is 54 years of age and a well-known Chinese banker and economist. *Photo, Karsh, Ottawa*

WHETHER the Red Flag is sung defiantly within the august walls of the temporary House of Commons or satirically, as I heard it recently, in the yard of the N.F.S. station adjoining this office, nothing can alter my opinion of it as the dreariest tune ever written—not even excepting Fight the Good Fight! George Bernard Shaw, likening it, in a much-quoted phrase, to the funeral march of a fried eel, added that it could only inspire people to crawl under their bedsteads. It was churned out in the House as a reply to the singing of For He's a Jolly Good Fellow. Heaven knows, the tune of the old French nursery ditty *Malbrouk s'en va-t-en guerre* is banal enough, almost as banal as the words we now customarily put to it; but at least it rises to a good shouting climax. Whereas The Red Flag can never rise above a disgruntled murmur. This is the more regrettable because when that sturdy Irish democrat Jim Connell first put together the words of the song in the train between Charing Cross and New Cross one night in 1889, the tune he had in his head was that of the Jacobite song, The White Cockade; and it was to that spirited march that The Red Flag was originally set. The present tune is of German origin. As *Der Tannenbaum* it used to be sung, with the heavy sentimentalizm that only Germans can achieve, by family parties as they clasped hands round the Christmas tree. In the 'sixties it was adopted for an American song, Maryland, My Maryland; and under that name it has also seen quite useful service as a hymn-tune.

OUR official weather-prophets have come in for some hard knocks from lay-folk since publication of their forecasts has been resumed in the daily Press. I must confess to joining in the chorus of criticism myself not a few times recently—until I met Alfred. This worthy is the middle-aged bar-tender at a well-known West End restaurant whose hobby (odd as it may sound) is Meteorology. Some thirty years ago Alfred began noticing (or so he imagined) that every time his "day off" came round, it rained. It is a reflection that must have occurred to many people, but Alfred was not content to put it down to coincidence, so he took to keeping what he proudly labels "My Meteorological Diary." Thoroughness being his motto, he also recorded weather conditions prevailing during the "days off" of his colleagues, and at the end of the year collated his entries. These revealed the astonishing fact that it had rained on less than five per cent of the "days off" aforesaid. Subsequent entries in his diary (which he still keeps) bore out his theory that it's not the good weather we remember but the bad. He advises readers of the weather forecasts to regard them as 24-hour blocks and not as covering merely the hours of daylight, and they will notice how much more accurate they seem. Try it—and see for yourself.

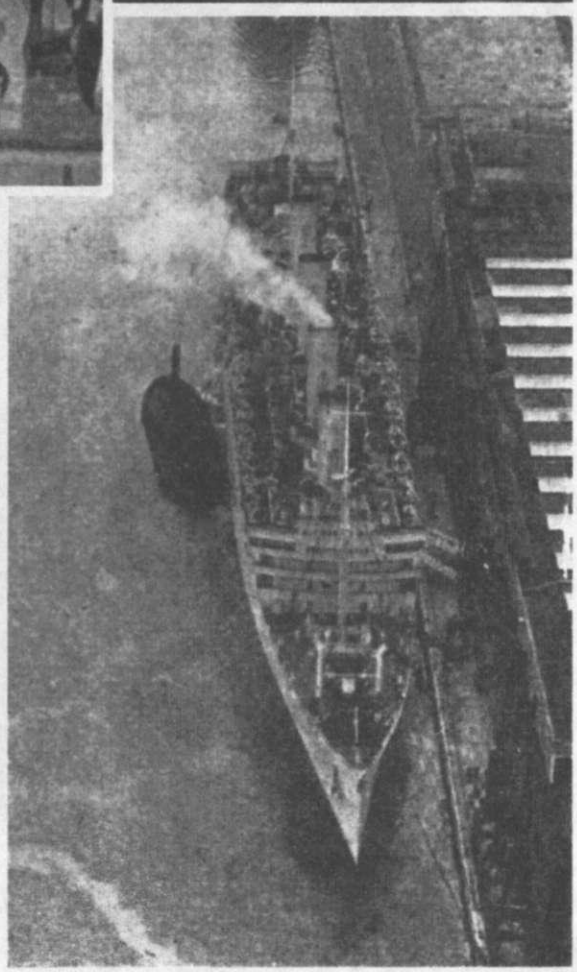
In Britain Now: Ministry Ends a 6-Year Task

PRESS CENSORSHIP in Britain ended at 9 a.m. on September 2, 1945, exactly six years after it began; censorship of press cables and telephone messages ended the same day. After the close-down this civilian (left) passed unchallenged into the Ministry of Information Censorship H.Q. in Malet Street, Bloomsbury, W.C.1; a few hours previously he would have been asked to produce a permit.

Highly skilled was the work of the women censors in the M.O.I.'s Photographic Division, two of whom are seen (below) handing in their rubber stamps and Defence Regulation books as the Censorship Division of the Ministry "broke up."

EX-R.A.F. MAN TURNED TOY-MAKER puts a final coat of paint on a skilfully-made model ship, all his own work. He is one of many ex-Servicemen profitably employed at the Bishopstoke Sanatorium, Eastleigh, Hants.

HOP-PICKING HOLIDAY for many Londoners began in the first week of September. A bumper crop was predicted in Kent, where almost 100,000 acres are planted with hops. A happy family party of pickers (above).



31-YEAR-OLD LINER AQUITANIA, (right) docked at her home port, Southampton, on Sept. 2, 1945, for the first time since 1939. That year she was about to be broken up, but instead was commissioned for war service.

Photos, Keystone, Associated Press, Daily Mirror

From Saigon to Rangoon the Jap Envoys Flew

JAPANESE SURRENDER DELEGATION ARRIVED AT RANGOON from Saigon two hours late on August 26, 1945. Alighting from their white-painted aircraft are Lt.-Gen. Takazo Numata, followed by Admiral Chudo. An R.A.F. officer stood by to escort them to H.Q., S.E.A.C., where Gen. Sir Montagu Stopford, G.O.C. the 12th Army, and Lt.-Gen. F. A. M. Browning, Mountbatten's Chief of Staff, received them. Agreement was signed next day at Government House, from which Ba Maw's puppet Government had declared war on Britain on August 1, 1943 *Photo, British Official*

Printed in England and published every alternate Friday by the Proprietors, THE AMALGAMATED PRESS, LTD., The Fleetway House, Farringdon Street, London, E.C.4. Registered for transmission by Canadian Magazine Post. Sole Agents for Australia and New Zealand: Messrs. Gordon & Gotch, Ltd. and for South Africa: Central News Agency, Ltd.—September 28, 1945. S.S. *Editorial Address:* JOHN CARPENTER HOUSE. WHITEFRIARS LONDON. E.C.4.